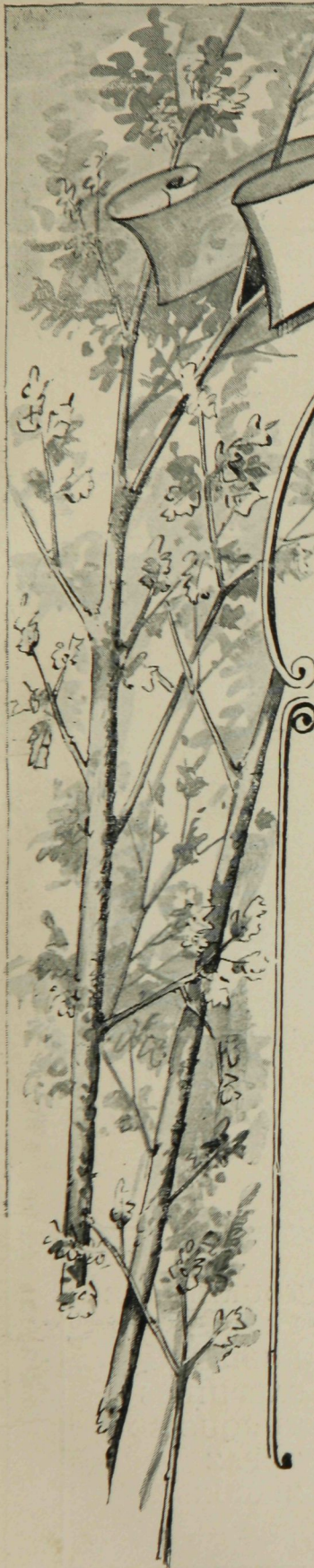




On the Upper Logan River, near Beaudesert.



A Guide to the

Queensland Railway Lines.

PICTURESQUE
QUEENSLAND.

(FOURTH EDITION.)

By WM. LEES,

Editor of "Queensland Country Life," etc.

Author of

"The Goldfields of Queensland" (Six Parts).

"The Districts of Queensland" (Eighteen Parts).

Etc., Etc.

"The Grazing Industry of Queensland."

"Coasting Northward."

Issued from the Office of
"QUEENSLAND COUNTRY LIFE."

111 Queen Street, Brisbane.

PRINTED

Letterpress:
CITY PRINTING WORKS
111 QUEEN STREET, BRISBANE.

Plates and Cover:
OUTRIDGE PRINTING CO., LTD.
QUEEN STREET, BRISBANE.

Publishers:

GORDON AND GOTCH,
QUEEN STREET, BRISBANE, SYDNEY, MELBOURNE, PERTH, AND LONDON.



ESTABLISHED 1878.

BOX 102, G.P.O.

S. KNOWLES,



Gem Merchant and Jeweller,
275 Elizabeth Street. BRISBANE.

Next to NEW COMMERCIAL TRAVELLERS' ASSOCIATION.



AMETHYST
DIAMONDS
EMERALDS
FIRE OPAL
GARNETS
HYACINTH
JACINTH
OLIVINES

TOURMALINE
PEARLS
RUBIES
SAPPHIRES
TURQUOISE
TOPAZ
ZIRCONS

S. KNOWLES,

Gem Merchant and Jeweller, and
Dealer in Antiquities and Curios.



ESTABLISHED 1878.
278 ELIZABETH STREET, BRISBANE.

Tourists are particularly invited to call and inspect my stock of Gems, Jewellery and Curios.

Queensland Gems a Speciality.

Peals, Opals, Sapphires and all Precious Stones Bought in the Rough.



CONTENTS.



Southern and Western Lines	1 to 13
Brisbane to Ipswich	1, 2
Brisbane Valley Line	3, 4
Fassifern Line	5, 6
Ipswich to Toowoomba	6
Toowoomba to Warwick and Thane	7, 8
Warwick to Killarney and Wallangarra	9
Crow's Nest and Pittsworth branches	10, 11
Toowoomba to Cunnamulla and Bell	11, 13
South Coast Lines	14 to 18
South Brisbane to Cleveland	14, 15
To Beaudesert, Southport and Tweed Heads	15, 8
North Coast Lines	19 to 29
Brisbane to Bulimba, Pinkenba and Sandgate	19, 20
Main Line to Gympie	20 to 23
Kilkivan Branch	3, 24
Gayndah Branch	24, 25
Maryborough, Pinalba Branch and Isis Branch	25, 26
Bundaberg, and Mt. Perry Branch	26, 28

Gladstone to Rockhampton	29
Central Queensland Lines	31 to 34
Rockhampton	30
Rockhampton to Emu Park	31
Rockhampton to Mt. Morgan, Clermont, Springsure, and Longreach	32, 34
Mackay to Eton, Mirani, and Hatton	35
Bowen to Bobawaba	36
Main Northern Railway Line	37 to 40
Townsville	37
Townsville to Ayr and Ravenswood	38
Charters Towers to Winton and Richmond,	41, 42
The Geraldton Tram Line	43, 44
Cairns	45, 46
Cairns to Atherton and Chillagoe	47
Cooktown to Laura	48
Normanton to Croydon	49 to 52
The Coast Line of Queensland	

ILLUSTRATIONS.

Central Station, Brisbane	1
Brisbane River and Bridge	2
Lowood	2
Ploughing W. Moreton	3
Views at Ipswich	3
Laidley Main Street	4
Gatton Main Street	4
Caboonbah, Brisbane River	5
Bremer Railway Bridge	5
Forest Hill Railway Yard	6
Market Day	6
Toowoomba	7
Warwick	8
Warwick Railway Station	9
Killarney Water-falls	9
Upper Condamine River	10
Yandilla, Pittsworth	11
Farm near Roma	12
Cunnamulla	12
Charleville	12
Dalby Main Street	13
Mitchell	13
Pittsworth	13
Railway Wharves	14
Manly Beach	14
Sunset, Moreton Bay	15
Bethania Junction	16
Junction of Palen Creek	16
Tambourine Falls	17
Coolangatta, Tweed Heads	18
Glass House Mountains	19
Falls, Crohamhurst	19
Sandgate	20
Glass House Mountains	20
Views near Landsborough	20
Caloundra	21
Noosa, Hell's Gates	22
Lake Cootharaba	23
Maroochie River	23
Gympie	24
Miners descending Shaft	25
Woolooga	26
On the Upper Burnett	27
Maryborough	27
Views of Maryborough	27
Pialba Beach	28
Bundaberg	28
Mt. Perry	28
Gladstone, Main Street	29
Boyne River	29

Gladstone Harbour	29
Rockhampton	30
East Street, Rockhampton	30
Emu Park	31
Railway Bridge, Rockhampton	32
Top of Mt. Morgan	32
Quarrying out Ore	32
Clermont	33
Longreach	33
Barcaldine	34
Pioneer River Bridge	35
Mackay Cane Field	35
Bowen	36
Main Street Bowen	36
Townsville	37
Ayr Railway Line	37
Ravenswood	38
Charters Towers	39
Burdekin River Bridge	39
Mosman Street, Charters Towers	39
Western Shearing Shed	40
North Western Plains	40
Geraldton	41
Entrance to Mourilyan Harbour	41
Creek Scene, Geraldton	41
Cowley Falls	42
Cairns	43
Hauling Logs, Atherton	43
Mulgrave River	44
Cairns-Mulgrave Line	44
Barron River Gorge	45
Barron River	46
Lake Eacham	46
Stoney Creek	46
Captain Cook's Monument	47
Bloomfield River Falls	47
Cooktown	47
Normanton Railway Station	48
Croydon	48
Whitsunday Passage	49
North Reef Light	49
Gatcombe Heads	49
Bay Rock	49
Lucinda Point	50
Low Island, Sandy Cape, Lady Elliott and Bustard Head Lighthouses	50
Lion Island, Moonlight	51
Double Island, Pine Islet, Dent Island, and Cape Bowling Green Lighthouses	51
Laycock Island	52

SPECIAL PLATES.

On the Upper Logan River	Frontispiece
Emu Vale Falls	Opp. Introduction
Views on the Queensland Railways	Opp. Preface

Indooroopilly Bridge	opposite 1
Views on the S & W Railways	5
Views on the Darling Downs	9
Spring Bluff	13
Crows Nest Falls	17
On the Coomera River	17

Views on the North Coast Railway	opposite 19
Views between Geraldton and Cairns	41
Barron Falls	45
Stoney Creek	49

PERKINS

FIRST PRIZE

XXX

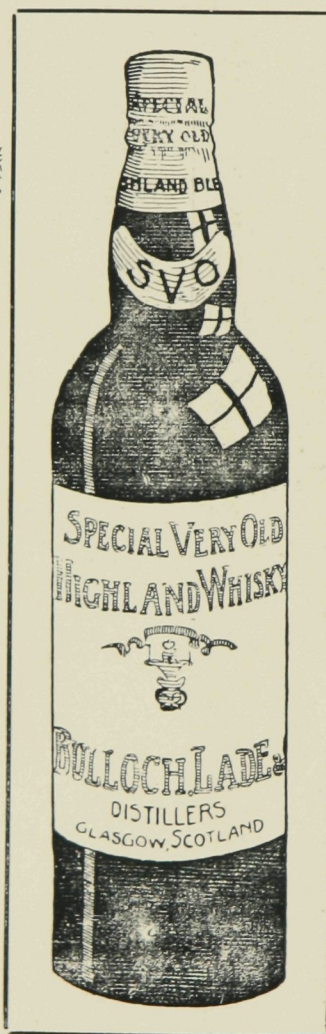
ALE & STOUT.

BULLOCH

S.V.O.

IN BLACK

Supplied to



LADE & Co's.

WHISKY.

BOTTLES.

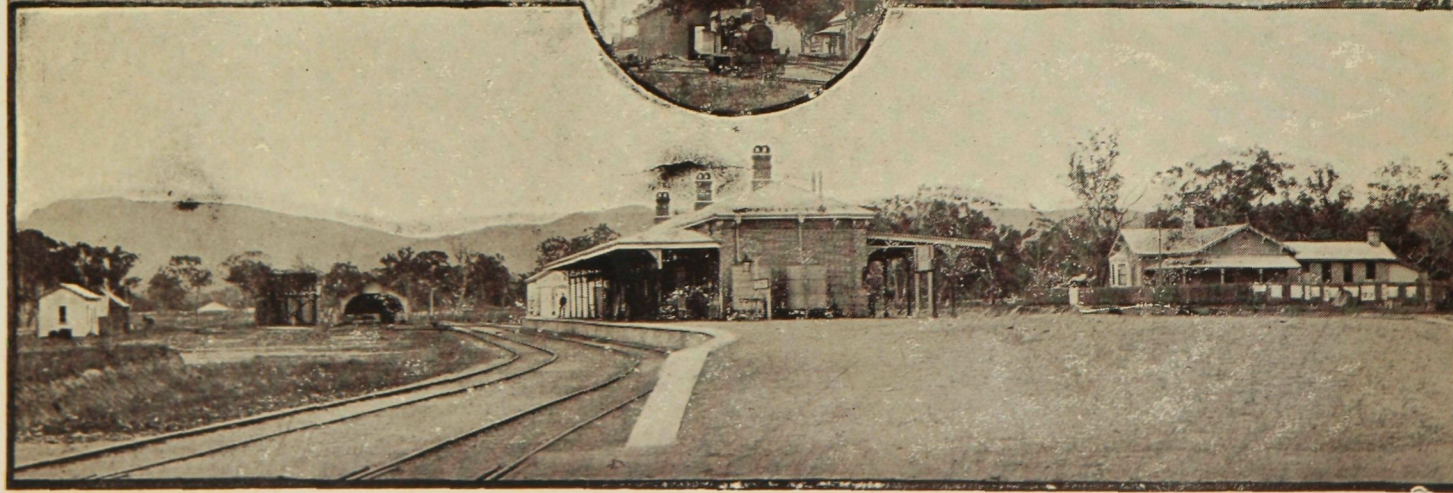
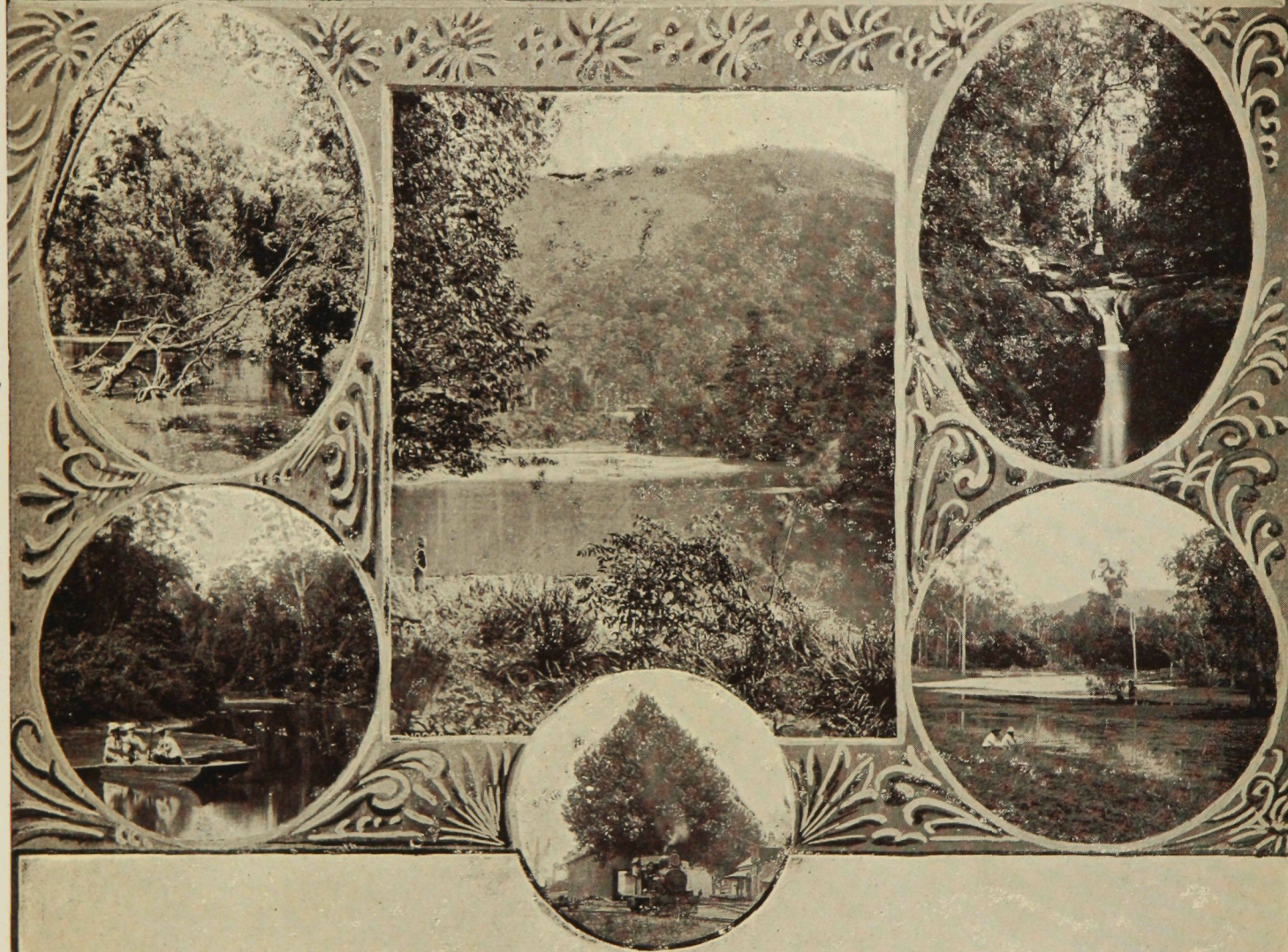
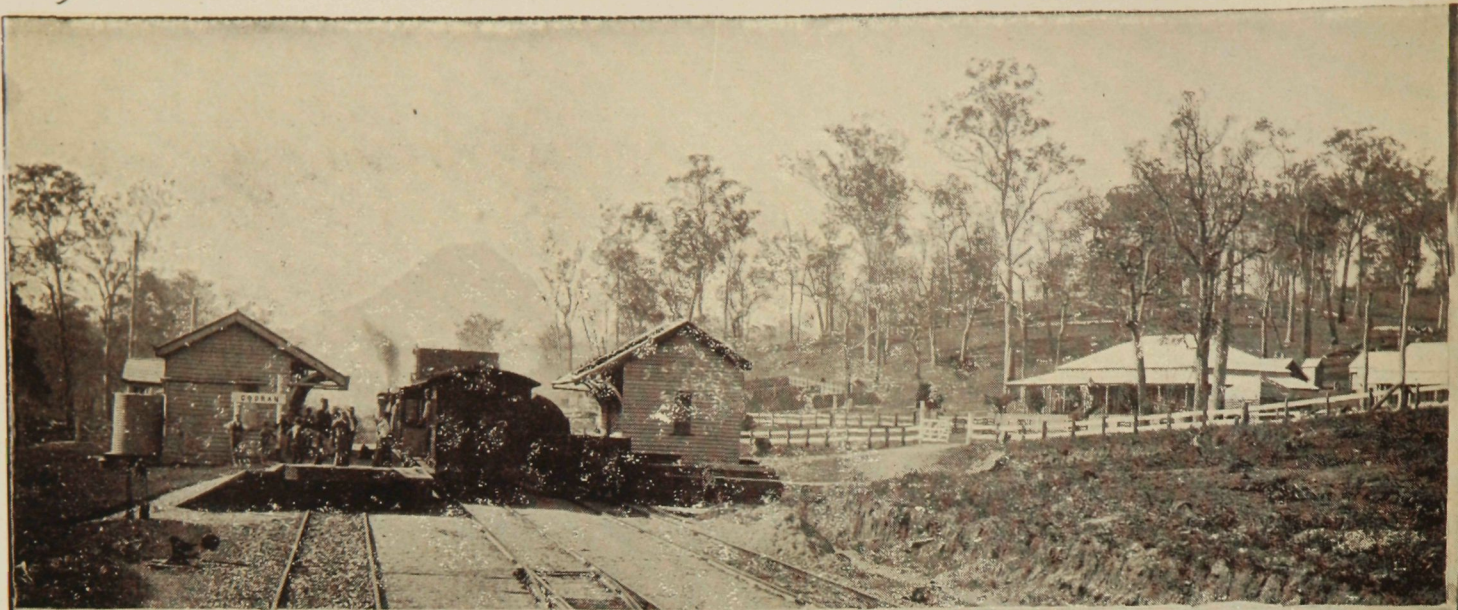
Every Hotel.

Kupper's Lager Beer

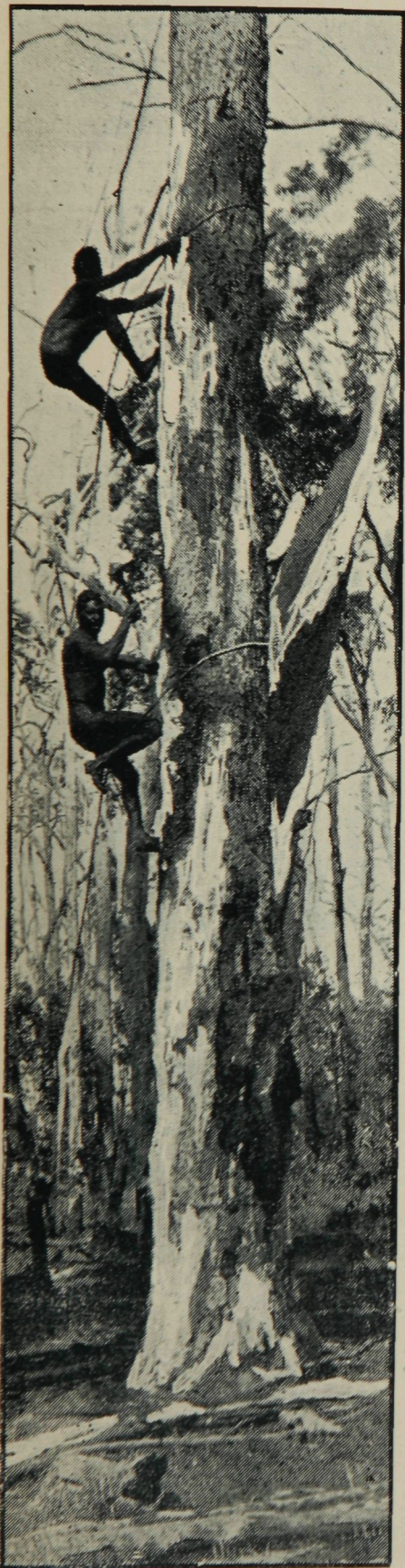
IN FULL SIZED BOTTLES.

BULLDOG STOUT

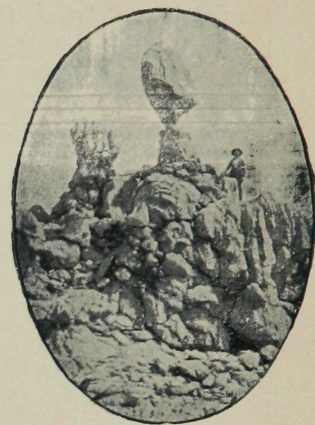
QUARTS, PINTS, and NIPS.



Views on the Queensland Railway Lines, from Wallangarra to Cairns.



Aboriginals—Tree Climbing



Curious Rocks at Chillagoe

Preface.

IN the following pages we have attempted to show that within the boundaries of our State are spots of beauty rivalling those of other lands, and that scenes of wildest grandeur and sylvan pleasance can be reached by easy travel along the railway lines of Queensland.

We do not presume to suppose that this *brochure* will satisfy all the requirements of a traveller desiring the *minutiae* of a district, as the space at our disposal does not allow of the much desired detail; but we trust we have successfully indicated to the reader, by pen and pencil, some of the scarce-known beauties that exist adjacent to the main lines of our great State.

Our best thanks are due to those who have so generously assisted us to complete the work, notably, the Railway Commissioner, Mr. Jas. F. Thallon, who kindly placed a valuable collection of photographs at our service, and evinced further interest in the publication; to the principal officers of the department, and, not least, to Mr. C. E. S. Fryer, the Railway Photographer, and Mr. Mobsby, Department of Agriculture, many of whose splendid photos are here reproduced.

Several of the artistic contributions are from the able hands of Messrs. Ferguson and McLaren, E. H. Murray, and L. W. K. Wirth, and photographs have been supplied by the following well-known artists:—Messrs. Poul C. Poulsen, Brisbane; J. Finch, Esq., Bundaberg; Lyne Brown, A. L. Taylor, Handley & Aitkinson, Cairns; Hill, Townsville; A. Chargois, Croydon; Taylor & Mouland, Ipswich; C. Minkin, Geraldton; R. Cremer, Herberton; W. Perroux, Toowoomba, etc., etc.

In conclusion, we have to acknowledge the generous help afforded by the Government Printer (Mr. F. Vaughan) and the Department of Agriculture.

The whole of the letterpress is from the pen of Mr. Wm. Lees, who, in addition, supervised the production throughout, a task of considerable magnitude.

That the work may meet with favour, and be the means of arousing a keener interest in the natural beauties of our State, is the earnest wish of

THE PUBLISHERS.

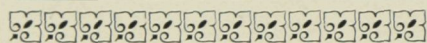
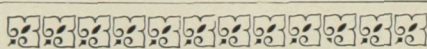


The old Razor Back Road, Mount Morgan

From the Beauty Spots of Queensland



We draw our Supplies of Timbers
For our Furniture Factory. ❀❀❀



Forest Scene, near Cairns,
North Queensland.

Southern Queensland supplies us with
Pine, Cedar, Rosewood, Brown Cedar,
etc., etc. ❀ ❀ ❀ ❀ ❀ ❀ ❀

North Queensland provides us with
Oak, Maple, Walnut, Beanwood, ❀
etc., etc. ❀ ❀ ❀ ❀ ❀ ❀ ❀

No Country in the World can boast of Finer Timbers than
Queensland Possesses.

For 40 Years we have been busily engaged in Converting these Timbers into Furniture of All Descriptions.

OUR COMPLETE HOUSE FURNISHING ESTABLISHMENT is one of

The Beauty Spots of Brisbane.

We should like to send you, post free, our New Illustrated Catalogue.

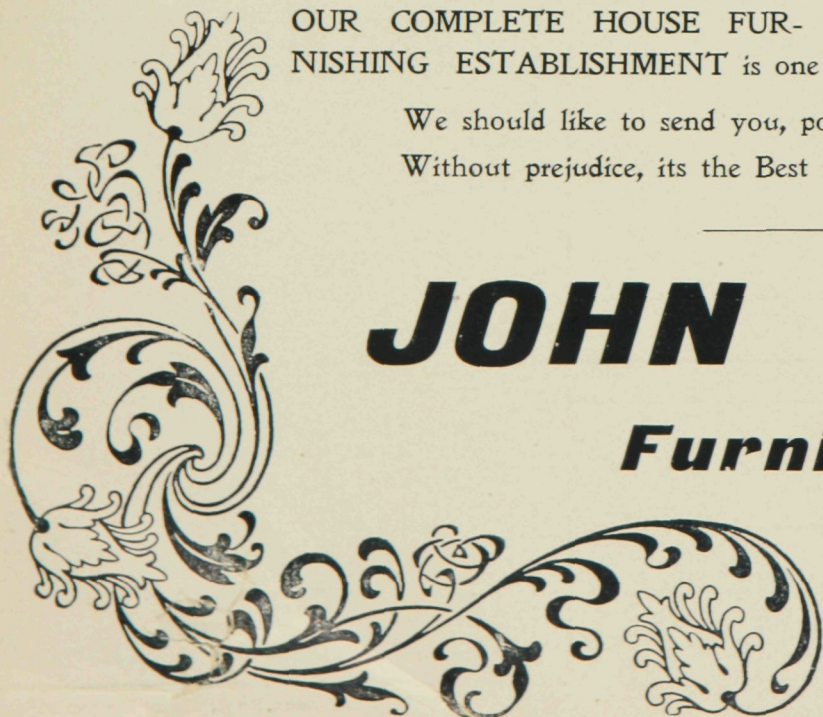
Without prejudice, its the Best yet issued in Australia.

JOHN HICKS Ltd.,

Furnishing Experts,

George Street,

BRISBANE.





Emu Vale Falls, Warwick.



Double-banking
over a
bad crossing

Introduction.

THE first rays of a summer sun flash brightly across one of Queensland's far western plains as the teams draw out from the River, and the drivers, swinging the slow cattle into line, leave the scant timber and steer a sinuous course for yonder point, now dimly visible, but which at high noon stands out in the quivering haze, where earth and sky meet, like some bold headland on the margin of an inland sea;—it is their landmark and their goal, for there, where the River makes its great bend, they unyoke for the last time by its side.

The days have run into weeks and the weeks have faded into months since first they started on their downward journey from the head-waters of the River, but when next they "yoke-up" they must tackle the wide and waterless waste of the "Old Man Plain."

By many a camp fire, whilst pipes are aglow and tired limbs are stretched along, has the dry stage been discussed in all its bearings, and Tom "lost a steer last trip," and Joe the "the best yoke in his team," and Sailor Bill "once tackled the plain single-handed and lost every hoof through his horse coming down in one of those blamed cracks, and besides all that he jolly near lost the number of his mess, and he reckons he wants a mate next cruise."

On the morrow there is much to be done:—food to prepare and water to sling in bag and keg, for neither fuel nor water can be got in all the plain. Axles want greasing, and shrunken spokes and worn tires—loosened by many a jolt and sudden wrench as well as by long exposure to scorching heat and fierce dry winds—require attention.

See yonder one-armed driver with rough bush tools deftly "false spoke" the off hind wheel of his wagon, which, with many a groan, has so often sunk deep in the yielding soil of the parched and riven plains. (A fact.—G.P.)

No *fainéant* he, nor shiftless hanger on—this one-armed Scot—but a man amongst men; the first to pull out at sundown and take that track the only landmarks of which are white and bleaching bones.

Now they face the long plain and drive—what time Orion and his train mount to the zenith and slowly sink to rest—but when the Cross slopes upward a halt is called, for dawn is near, and the tired cattle must be loosed and tended back to water.

Perchance each wagon's wool would have furnished a knight's ransom in the brave days of old; but were the value tenfold, no faster can they go, for the motive power is water and grass, and the way is long, and the bullocks are only bullocks after all.

Thus, with many a halt from heavy roads and flooded creeks, from lost cattle and want of water, the teams pursue their tedious way.

For thirty years have I watched them come slowly in from the West, through clouds of dust and seas of mud, whilst the railways by three main arteries have advanced to meet them from the East; but much in aid of those gallant pioneers, upon whose success the future of Queensland so greatly depends, remains to be done.

(By permission). From "Pioneer Railways for Queensland,"
by GEO. PHILLIPS, C.E.

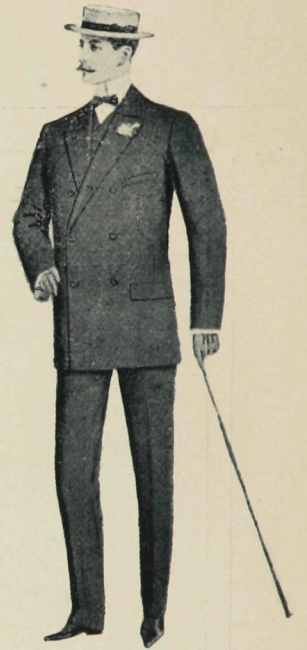
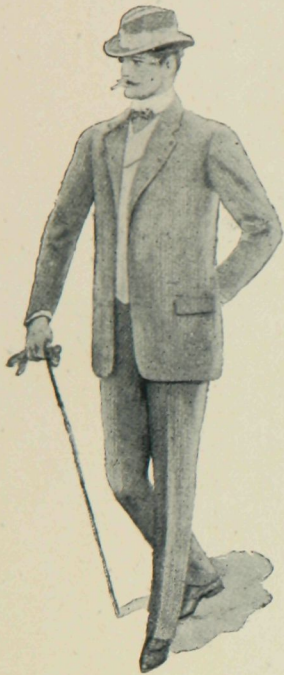


A Western Mail Coach

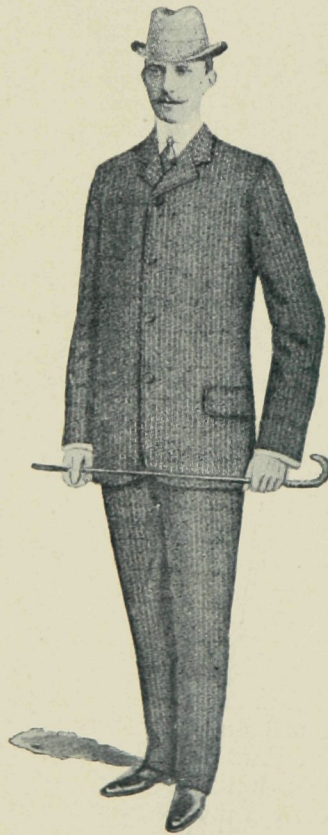
PIKE BROTHERS

LIMITED.

FAMOUS 4 GUINEA



Write
for
Patterns.



Write
for
Patterns.



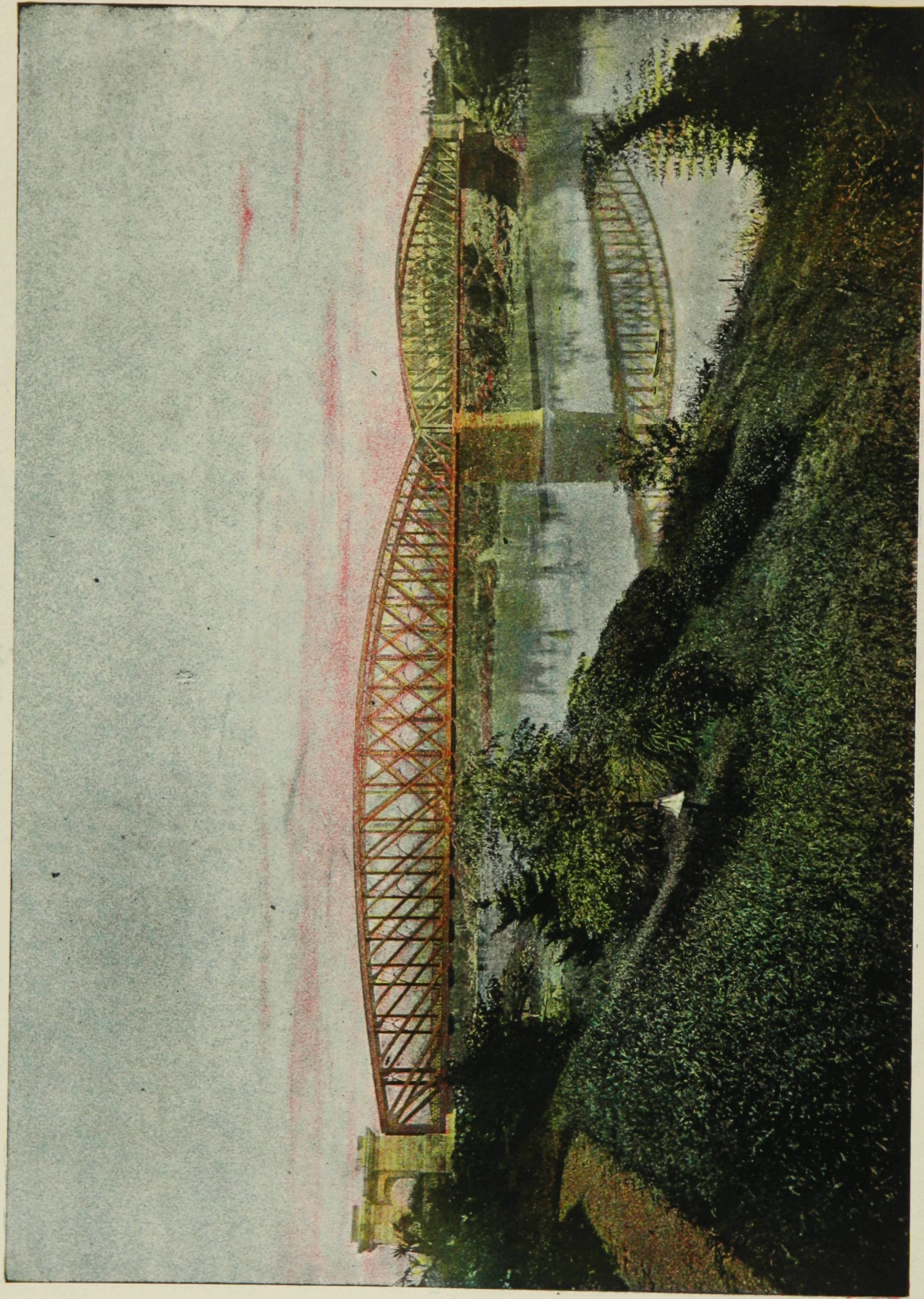
SUITS

TO MEASURE.

CUT IN THE LATEST STYLE AND BEST WORKMANSHIP.

Write for large Illustrated
Catalogue and Samples.

Brisbane, Townsville, & London.

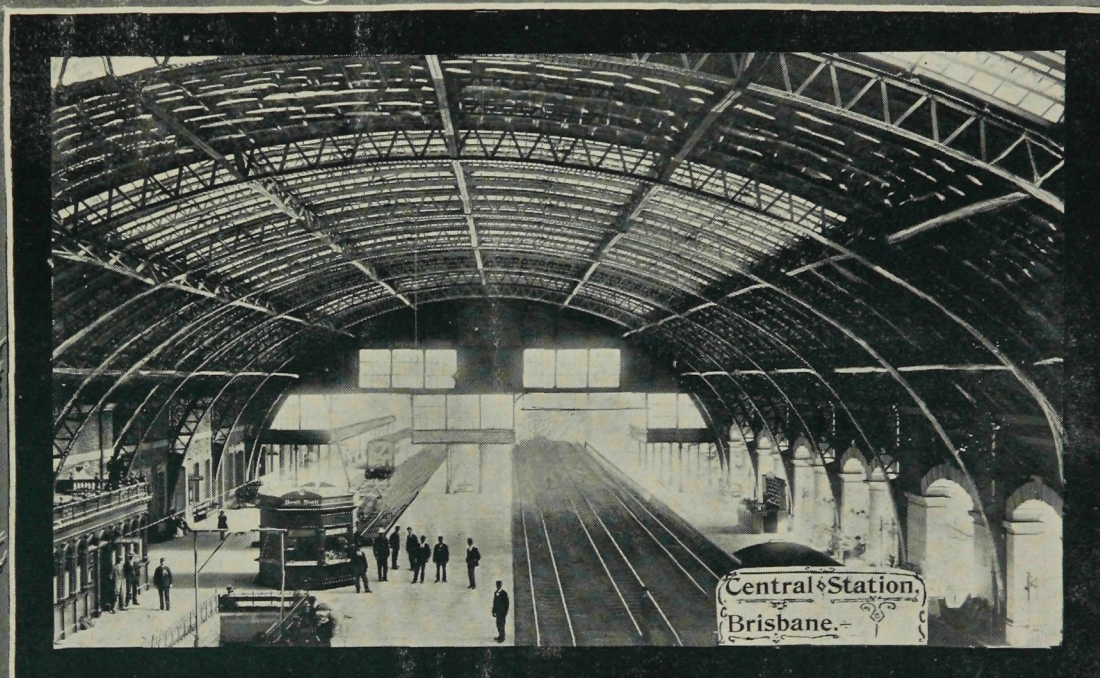
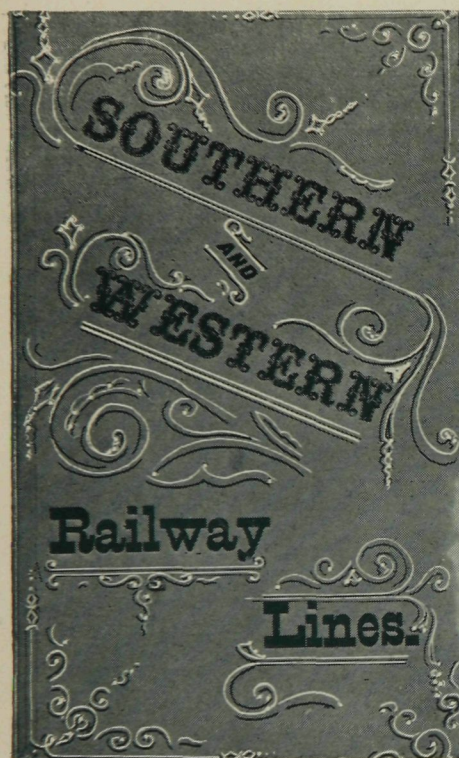


Railway Bridge over Brisbane River at Indooroopilly.

PICTURESQUE QUEENSLAND.

A GUIDE TO THE QUEENSLAND RAILWAYS.

By Wm. LEES, Editor "Queensland Country Life," etc., etc.



Engraved by Traill Bros. Brisbane.

Brisbane to Wallangarra, Cunnamulla, etc.

THE inauguration of the railway system of Queensland upon the 25th February, 1864, when Governor Sir George Ferguson Bowen turned the sod for the first railway line in this State at Ipswich, marked the opening of an era which has expanded far beyond the dreams of the most sanguine on-lookers upon that bright summer's day. This, the beginning of our present extensive railway system, by a single track of 20 miles, from Ipswich to Grandchester, is now, after a lapse of but 42 years, lost sight of in the 3,114 miles of 3ft. 6in. gauge Government rails piercing the State in every direction—northward to the enormous scrublands, westward to the mighty plains, and south, connecting us with New South Wales—thus enabling the traveller to reach the most distant parts with such comfort and speed as annihilate distance, while his eye is beguiled by the ever-changing landscape presented to his view. One may choose to enter Queensland either by rail at Wallangarra—the junction of New South Wales line with that of Queensland—or by the wide and picturesque Brisbane River, winding its 20 miles to the metropolis. Who could have foretold that the one-time convict settlement, with its accompanying military occupation, its wooden and coarse stone structures, its unformed roads or cattie tracks, and its undrained watercourses, would develop to its present prosperous condition. The tree-clad banks, admired by Lieutenant Oxley on his way up the Brisbane River in 1823, have given place to a large city; those unformed roads of early days are unrecognisable in the present fine streets, busy with the bustle of business; while the rude structures of primitive Brisbane have given place

to magnificent buildings erected by capitalists and commercial men for the transaction of the enormous business that has grown with this development.

To obtain a striking view of the city, no finer point of vantage could be selected than Wickham Terrace, where stands the Observatory, from whose balcony the vast panorama of city and suburbs stretches, in all the beauty of its varied tints and irregularity of level, for miles. The magnificent Administration Buildings, the Treasury, Supreme Court, Victoria Bridge (a beautiful iron structure, connecting North with South Brisbane), the silvery reaches of river, broader than the Thames, and away in the azure distance to the west, One Tree Hill and the adjacent Enoggera Ranges, and southward, amongst many others, of Mt. Gravatt, White's Hill and Mount Petrie, imprint on the memory a living picture of the beauty of the city and suburbs of Brisbane.

Brisbane to Ipswich.

O! is the world so precious to your heart,
That you can spare no hour to linger here?
Do you so love the crowded, noisy mart,
That you would have its tumult always near?
Come, slip for once the trammels of the town;
Leave greed, and scorn, and bitterness behind.

For knowledge of the young but prosperous State, of which this city is the capital, let us in imagination board a train leaving the Central Railway Station for Toowoomba and the West. In a few minutes, passing on the way through a tunnel of considerable length, Roma Street Station, the old terminus, is

reached. Here are the Railway Commissioner's Offices, soon, however, to be levelled to make room for the rapid expansion of public traffic, and, further on the line, the Power House of the Brisbane Tramways Company. Soon, by way of the charming suburbs of Milton, Toowong and Taringa, we reach Indooroopilly, five miles from our starting point, where we cross the Brisbane River by an elegant bridge built to replace the structure swept away by the devastating flood of 1893, when the River beneath us rose to the Bridge level. Thence we travel through the fertile valley of old Oxley Creek to Oxley Station, eight miles from Brisbane, leaving most charming residences on both hands; after seven miles we arrive at Goodna, where on the adjoining hill can be seen the Asylum for the Insane. Beyond here the numerous coal trucks passing and re-passing denote that the great southern coalfield

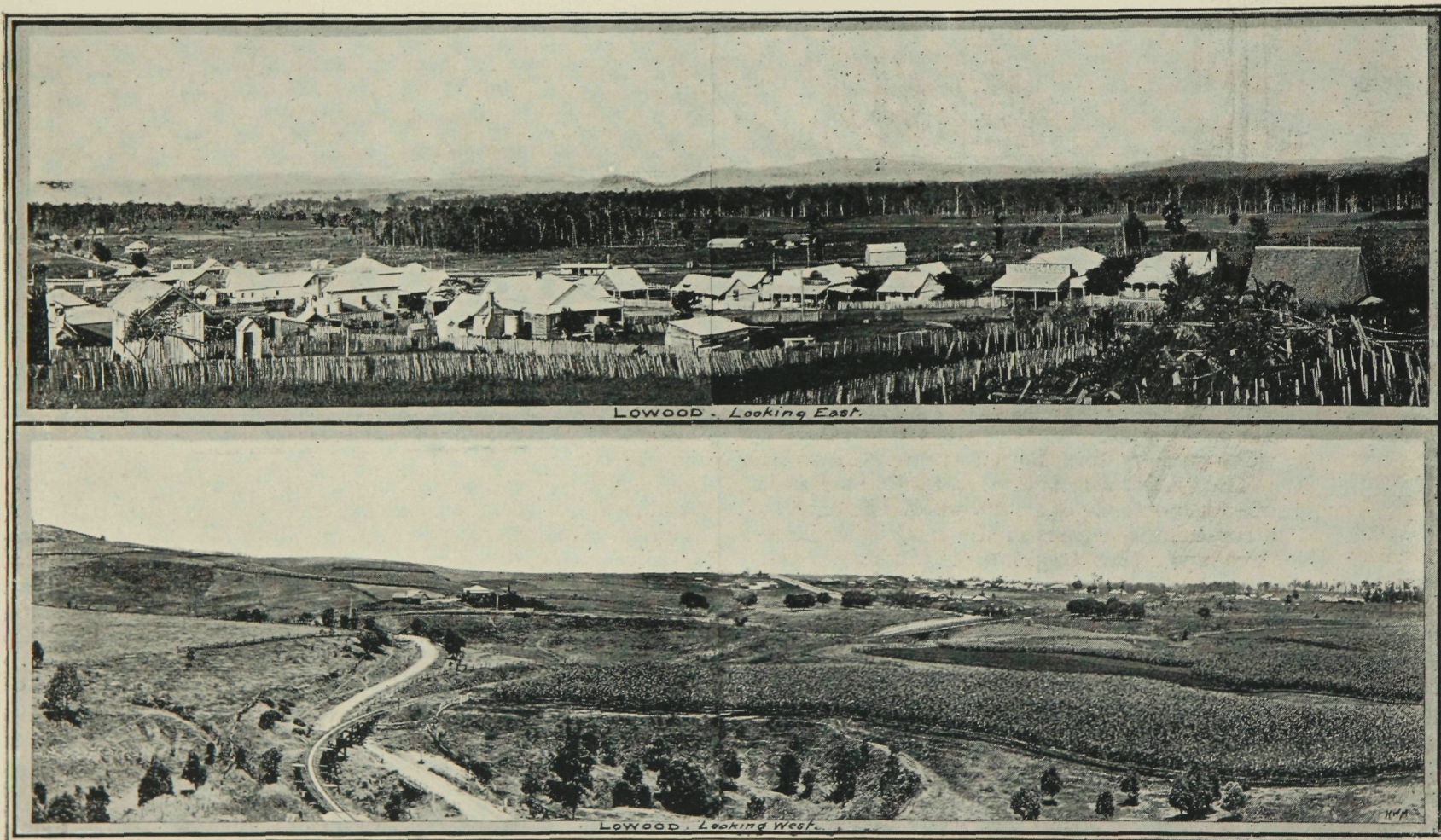


Brisbane River and Bridge.

collieries. This branch is a loop line, joining one at Bogside, coming from Bundamba, which goes southward past Borehole, West Moreton, and New Swanbank collieries to Eureka and Bonnie Dundee shafts. A branch line called the Tivoli, also goes northward from Ipswich Station across the Bremer River, past numerous inclined coal shafts to Boxwood, while several other short branch lines run to other collieries at varying distances from the main line, from Goodna to Rosewood. Every courtesy will be shown by the various owners and managers to visit the extensive

workings hereabout.

As one nears Ipswich, the chief town for these coalfields, as well as for the magnificent farming country of the West Moreton, you pass the factory of the Queensland Farmers' Cooperative Company, one of the pioneer co-operative factories for the manu-



Panoramic View of Lowood, Brisbane Valley Line. 21 miles from Ipswich

of Queensland has been entered, and the names of the stations—Dinmore and Bundamba—have become almost synonymous terms for coal.

A branch mineral line to serve some of these collieries goes westward from near Redbank, passing up the 6-Mile Creek past Belmont, Rhondra, Sunrise and Bogside collieries, and has branch connections also with Bogside No. 2 and New West Moreton

factory of butter, under the direct control of the producers. Beyond here southward, are the prominent peaks of Mt. Flinders and Mt. Goolman, while near by, the Bremer River unites with the Brisbane River, and in the background the D'Aguiar Range, stretches its 60 miles to the Main Coast Range, furnishing a charming variety of scene.



Ploughing, West Moreton.

WEST

MORETON
District.Engraved by
TRAILL BROS.,
Brisbane.

Ipswich, Boonah, Brisbane Valley and Toowoomba.

No ploughman prays in vain, the mighty
mother
All o'er this smiling land,
Ungrudgingly as brother unto brother,
She gives with open hand.

Where mild-eyed herds are straying,
Rise riches of golden hay,
And in the fields are rosy children
playing,
And blooms the English May.

IPSWICH, one of the oldest towns of the State, is 24 miles from Brisbane on the right bank of the Bremer, near its junction with the Brisbane River. It dates its foundation from the convict period, when lime kilns were erected for the burning of limestone, of which large quantities here abound—"Limestone" being the original name of the present "Ipswich." The town has fine public buildings, excellent Grammar Schools, and is still further noted as possessing the only woollen mills in Queensland. Cotton growing was, in the sixties, a great industry in the surrounding country, the soil being found eminently suitable for its growth, and a substantial bonus was given to encourage its production. This bonus was subsequently withdrawn, and the crop slowly went out of cultivation, chiefly on account of the scarcity of labour, and it is not likely to be revived until labour is more plentiful. Large business premises are upon each hand, as a tour is made through the town—hotels, replete with every accommodation and moderate in terms are numerous, while the hospital, school of arts, foundries, flour mill, churches, and schools assist in rendering this town attractive to visitors. Excellent vineyards are in the immediate vicinity, and the dis-

trict is famous for its wines and grapes. The district has, however, become famous through the rapid growth of the dairying industry, which is now advancing by leaps and bounds, evidenced to the tourist in every way as he travels onward by the main or branch lines.

Two branch lines leave Ipswich, a northern one via Esk, 43 miles, to Kannangur, 59 miles, and a southern line of 35 miles to Dugandan.

The Brisbane River Valley Line.

Ipswich to Esk and Kannangur.

THE Brisbane River Valley line, extends for 59 miles in a north-westerly direction from Ipswich, keeping throughout parallel with the Valley of the Brisbane River. It is a magnificent dairying district throughout the whole length, while far beyond, on either side, equally rich areas are being rapidly developed. After leaving Ipswich splendid farms stretch away to the left toward Kircheim, and to the right up the slopes of Pine Mountain, once thickly timbered with pine and cedar. Fruits of all kinds thrive hereabouts—peach, apricot, plum, guava, etc., while the whole of the citrus fruit, oranges, lemons, cumquats, etc., yield excellent crops. Little attention, however, is paid to fruit trees, although they would well repay any care bestowed. Pine Mountain is some distance away to the right. Quantities of pine and cedar were cut on and about this mountain in past years; but it is now under cultivation from base to summit.

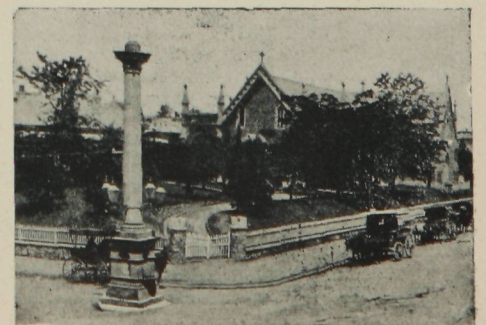
VIEWS AT IPSWICH.
24 miles from Brisbane.



Brisbane Street, Ipswich.



School of Arts, Post Office, etc.



Monument and Church of England, Ipswich.

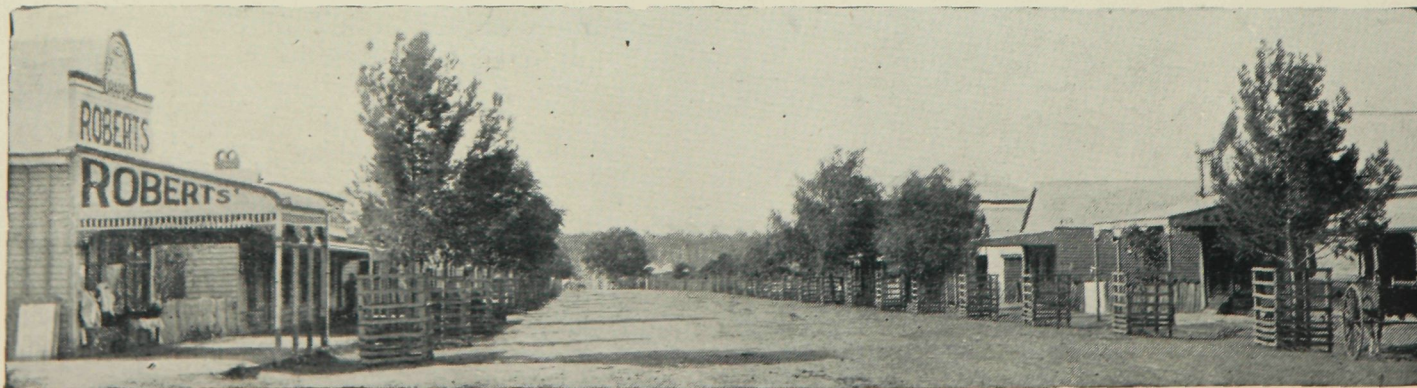


Main Street, Laidley, on Market Day
Main Line, 51 miles from Brisbane

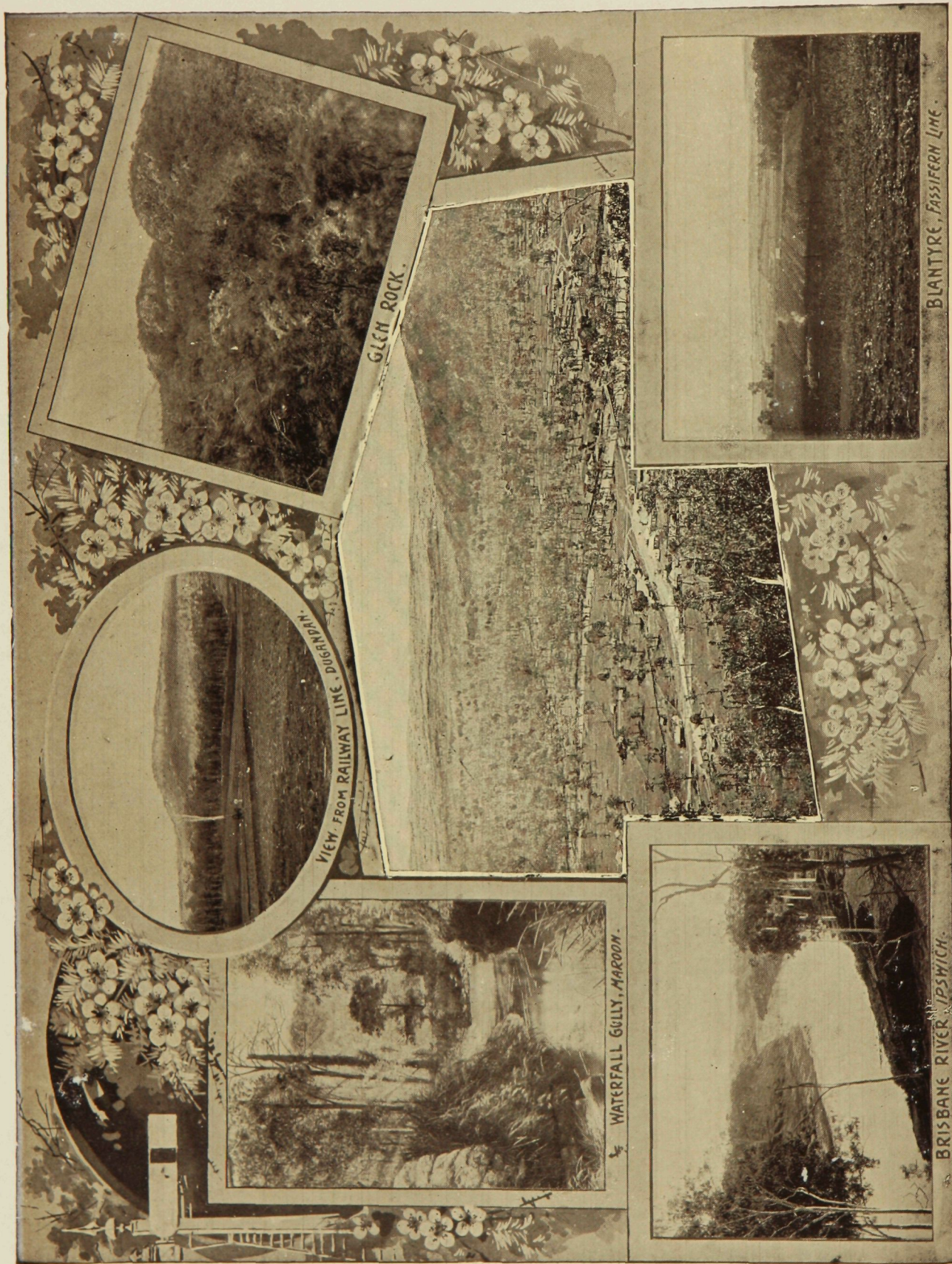
Between Pine Mountain and Fairney View Railway Station is a level stretch of country lying in a valley formed by the surrounding ridges. This, which was formerly known as North's Cattle Run, was cut up some few years ago, and was at once selected at from £8 to £10 per acre. The settlers here have prospered, as is evidenced by the comfortable homesteads and general air of prosperity. Forest and farm succeed each other as we pass numerous wayside stations, depôts for the farming and dairy produce of the districts.

Some sixteen miles from Ipswich is the township of Fernvale, the business centre of a large community of farmers and timber-getters. The timber industry here is not as brisk as some years back, the majority of people going in for farming and dairying. The country is first-class cereal-growing land, and many of the old established farmers have made their fortune from the soil and are now enjoying comfortable competences. Lucerne-growing is very largely gone in for, and some of the finest hay in the State comes from around Fernvale. It is likely that in the near future the Government will extend this line to Moore, etc., opening the immense areas of timber in the Blackbutt scrub, including pine, cedar, and crow's ash—the latter quite equal to, if not better timber, than Indian Teak. Near Vernor we obtain some of the most beautiful views upon the line. The well-farmed hills of the old Rosewood Scrub, with their brilliant verdure, undulate to the high banks of the Brisbane River. The river is here close upon our right for some two miles and splendid views are to be met with the whole journey. Farms

and dairying areas accompany the line as we pass on to Lowood, a thriving township, the centre of a rich farming and dairying district. On hill and dale for miles on either hand are to be seen the homesteads of settlers all engaged in farming their portion of the grand expanse of rich soil which stretches across from Gatton and Laidley to these hills and river banks near Lowood. Beyond Clarendon Railway Station we cross the Lockyer Creek, near its confluence with the Brisbane River, which with its tributaries Ma Ma, Blackfellow's, and Laidley creeks, drains an enormous area of land. Crossing Logan's Creek, the scene of the murder of Captain Logan, the Commandant at the Moreton Bay Convict Station on October 16th, 1830, while engaged in exploring the territory, we come in sight of Mt. Hallon, whose flat summit, rising above the scrub-covered base and sides, reaches an elevation of 1,260 feet. Travelling through fine open country for six miles, we are at the rapidly growing township of Esk, a prosperous centre. Glen Rock, a precipitous height of 500 feet, rises abruptly on the east of the township, Sandy or Esk Creek winding swiftly at its base, a splendid source of never failing water for both township and stock, and further away to the east flows the Brisbane River. Esk is a centre for stock and dairy produce; a substantial butter factory is here erected by the Queensland Meat Export Co. Beyond Esk, the railway line runs through ridges and open flats—consistently good country—for some 16 miles to Kannungur, itself the centre of much dairying and timber getting.



Main Street, Gatton. Main Line, 61 miles from Brisbane



Views on the Southern and Western Railway Lines.

Fassifern Line.

Rich is the verdure of her scrub-clad uplands,
Her waving grass-clad plains;
Where lie the dews of early Spring,
Or fall the Autumn rains.



THE railway line by which the Fassifern district is reached goes south from the main line shortly after leaving Ipswich. Splendid plain land is entered upon early in the journey, and close settlement is seen almost the whole of the way adjacent to the railway line, along the banks of the Purga Creek on the right, and for many miles away to the left. Overlooking fine valleys dotted with farms, rises Mt. Walker on the west, 1,550 feet in height, while to the east near Peak Crossing can be seen the Flinders Peak, 2,240 feet in elevation, standing out boldly from the lesser peaks of the range. Adjacent to Harrisville is one of the first dairy factories established in Queensland, thoroughly equipped throughout with dairy and cheese making appliances. At Wilson's Plains, a railway station some 20 miles from Ipswich, there is a considerable farming settlement on the slopes between Warril Creek and the railway. Here are many settlers, who, after hard fights, have established homes that would be a credit to any farming community. Cereals are very largely grown here, and many of the farmers are going in for large dairy herds. From Munbilla, some splendid hill and valley country is to be seen. Some few years back this country was a dense brigalow scrub, but now it is generally speaking, covered with prosperous farm holdings, and the casual visitor cannot but be surprised at the substantial farm residences and fine holdings succeeding one another on the ridges. The rich, loamy soil of the Fassifern scrub is, so the residents say, not to be beaten in the State—which is saying a good deal indeed. However that may be, some of the maize crops there have been little short of phenomenal. From off 80 acre holdings there are evidences of successful farmers making themselves independent in something like a dozen years.

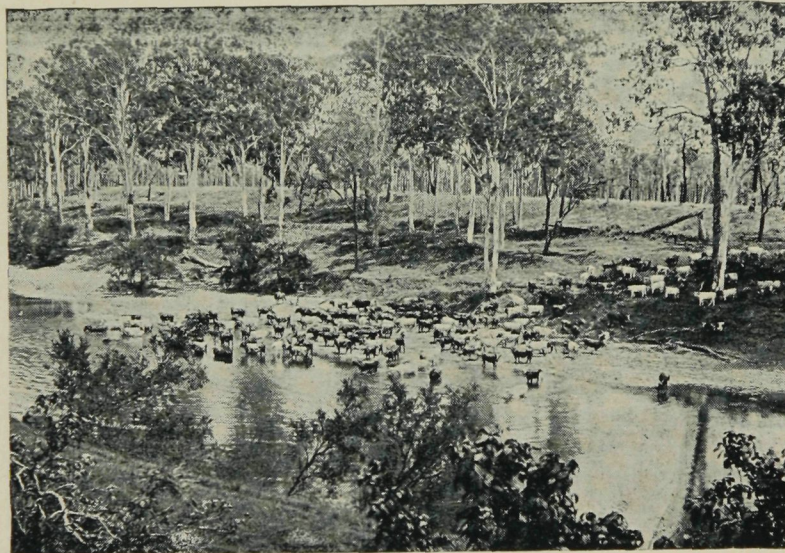
At Munbilla is crossed the old road to the Darling Downs leading from Ipswich, via Engelsburg and Fassifern township to the famous Cunningham's Gap, through the main range, and also to Spicer's Peak Gap, a little to the east of Cunningham's Gap. Both of these gateways through the fortress of high mountains are distant 20 miles from Munbilla, and for the magnificent scenery that the summits command, if not for their old-time associations, are well worth a visit. Great giant trees stand upon either side as, leaving the lower country, the ascent is made. Festoons of trailing plants wind in and out among the branches of the dense scrub. Pretty, clear mountain streams issue in small cascades, and leaping from rock to rock, or gliding by the old dead timber, disappear in the further recesses of the forest. Silver, golden and purple colours glint on the leaves as the shafts of light pierce through the branches of the forest, while as one ascends the undergrowth gives off a myriad hues to the rays of the sun. The air is filled with an odour, intensely tropical, so out of unison seemingly, with the sharp, bracing air as one reaches the summit and, but a short distance away, meets the strong breeze coming over from the great sweeps of the country away

to the eastward, and the sea. To the West lies the magnificent Darling Downs, which Allan Cunningham opened up to white men in 1827, while eastward, broken by range and valley, is the rich country of Fassifern, Logan, and Albert districts, and further northward the valleys of the Brisbane and its feeders. Clear must be the day when the full beauties of these districts are apparent, but if on a winter's morning the view of this grand expanse of country lies unfolded before you, the scene will remain a perpetual memory of a glorious landscape. Engelsburg is a progressive township in the heart of what was once the Fassifern scrub, a few miles from Munbilla, now farm dotted throughout the whole of the country. There are hotels, several stores, and churches, schools, post and telegraph office, and other conveniences, and the homes around show every sign of the wealth-giving properties of the soil. Looking from one of the high lands the scene around is one of homelike beauty, for a wealth of green meets the eye at every turn, and the many signs of prosperity give a charming influence to the view. It is 25 years since the first settler entered the scrub, and with axe and saw made the first track, and clearing, and setting steadily to work, built up a home amid the dense surroundings. Others quickly followed, as the richness of the land was discovered, and

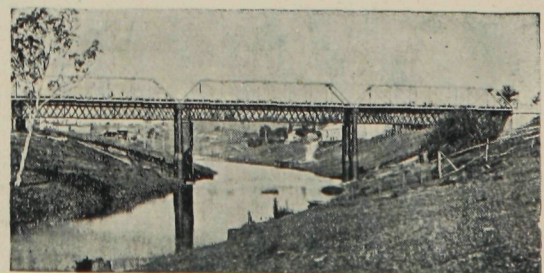
the scrub in all directions was felled and cleared away, giving place to either crops of cereals, magnificent in growth, or to a wealth of grass, which sprang up as the felled timber was burned off.

Gradually ascending the slopes of the Fassifern range, we reach the highest point of the railway line at Teviotdale, 596 feet above the sea level, and, 4 miles beyond, descending some 250 feet, we arrive at Boonah, 35 miles from Ipswich, a picturesque township, surrounded by rich scrub land and forest, and the main business centre of the Fassifern district. It is

only within recent years that Boonah has sprung up and established itself as a township, and a prosperous one too. The main street has a series of very substantial looking shops and business places. There are several good hotels in the town, a large State school, several churches, and numerous well-built private residences. Boonah is going ahead more and more every day, and is a striking evidence of the prosperity of the Fassifern district. This is a convenient centre wherefrom to reach some most picturesque scenes. The near-by broken country and distant ranges are replete with beauty spots, where sportsman and botanist may revel in enjoyment. A mile on the line past Boonah is Dugandan, the terminus of the line, and the business centre of the timber-getters of the country to the south and west. There are two large saw-mills at Dugandan, which deal principally with pine logs—some of the



Caboonbah, Upper Brisbane River.



Bremer Railway Bridge, near Ipswich



Market Day, Forest Hill Railway Yard. Main Line, 55 miles from Brisbane

logs being drawn by bullocks as far as 30 miles to the mills. Formerly large quantities of timber came to Dugandan from the scrub lands, which are now under tillage, and at the present time much of the timber brought in is subjected to very heavy hauling charges.

The Main Line

As we proceed westward from Ipswich by the main line, we pass farms and private houses, showing evidence of prosperity. Undulating plains, ridges and forest covered flats succeed each other past Karrabin, Walloon and Thagoona, small roadside stations, on to Rosewood, where a large German settlement prospers upon the valuable scrub lands away to the north. From here, twenty minutes' travel through open forest country brings us to Grandchester station, with its two rows of beautiful plane trees. For the last twenty miles from Ipswich to Grandchester, we have been travelling over the first section of railway line constructed in Queensland, which was opened with great ceremony on July 31st, 1865. Here begins the ascent of Little Liverpool Range. Aided by cutting and tunnel, notably the Victoria Tunnel in length nearly 800 yards, we reach the western slopes of this range, and look away over the

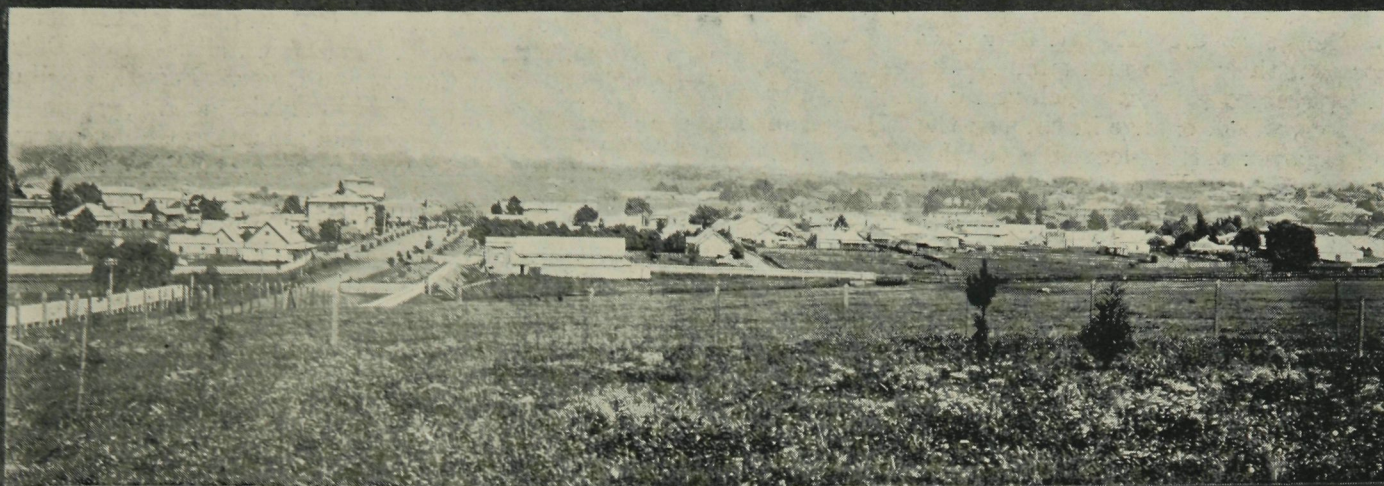
magnificent valley of the Lockyer Creek and its numerous tributaries, as we speed away over the fine farming lands of Laidley, Forest Hill, and Gatton. The Gatton Agricultural College and Experimental Farm is seen to our right as we near College Station, and it is worth a visit, every courtesy being shown to visitors by the Principal. The rich produce of the Lockyer, Laidley, Ma Ma, Sandy, and other Creeks is seen stored in each of the station yards awaiting transport to Ipswich, Brisbane and so over sea. Eleven miles from Gatton is Helidon, famed for its beds of building stone, its spa water, and the great timber areas along the side of the range. At Helidon time is allowed hungry travellers for refreshment.

At Murphys Creek, the succeeding station, we noticeably begin the ascent of the Main Range and enter upon a glorious view of hilltop and valley, with nestling farm houses and waving tree tops as we climb ridge after ridge. At Spring Bluff, a pretty wayside station, passengers alight for one of the accommodation houses erected on the summit of the cliff overlooking the range. There is some lovely scenery near here, at Quarry Creek, etc., and the locality is also somewhat noted for its botanical treasures, orchids of the Dendrobium family being very numerous.

Eight miles further on the line we reach Harlaxton, from which point splendid views of the ranges and the valley of the Lockyer Creek and its tributaries are obtainable.



Market Day. Farmers Waggon coming into a Township



Toowoomba, Darling Downs.

ENGRAVED BY TRAILL BROTHERS BRISBANE.

DARLING DOWNS and WESTERN LINES.**Toowoomba & Darling Downs.**

The orange tints that gild the greenest bough,
The torrents that from cliff to valley leap,
The vine on high, the willow branch below,
Mixed in one mighty scene, with varied beauty glow.

TOOWOOMBA, the city of the Darling Downs, is 101 miles from Brisbane, and is one of the most pleasantly situated and progressive towns in Queensland, and a sanatorium for the citizens of the coastal towns of Queensland. The town is well laid out, with fine wide streets. First-class accommodation is obtainable, either at the hotels, of which there are upwards of a score, or at private boarding establishments. The charge at the leading hotels is 8/- and 10s. per day, the usual charge throughout the Queensland hotels; for a longer period the terms range from 25s. to 50s. per week. Stores and general business houses of substantial proportions are erected upon each side of the main streets. The banking requirements of the community are well attended to, branches of all the principal banks being established. The principal religious denominations are represented here by some remarkably fine edifices. The hospital is one of the best in the State, while the many lodges, clubs and social institutions mark the high social status of the residents.

A drive round the environs of the town reveals many points of interest and scenic beauty. Perhaps the best known spot of this kind is Picnic Point, a bluff spur on the summit of the Range, and about a mile from the centre of the town. Standing on Picnic Point, and looking eastwards, a magnificent stretch of mountain scenery can be seen. On either hand are the chains and spurs of the great Main Range, whilst in the far distance may be seen the blue outline of the mountains of the Little Liverpool Range. The old coach road up the Main Range can be traced as far as Murphy's Creek, with many farms dotted along its winding course. Four miles from the town, also out along the Highfields road, from the edge of the range a splendid view of the mountains can be seen, and the zig-zag track of the railway line plainly traced for miles. An exceedingly interesting day may be spent in visiting the farms and orangeries on the Middle Ridge, an important suburb of the town, a short drive from Ruthven street. At several points on the Middle Ridge charming peeps of Range scenery can be got, and there are many delightful spots to suit holiday makers.

An exceedingly pretty spot to the east of and close to the town, is Fern-tree Gully, a veritable fairy dell, where bracken

and maiden hair ferns are to be found in profusion at the side of the creek. Should a visitor to Toowoomba desire the reason for its soubriquet of "The Garden of Queensland," it is to be seen on every hand a short distance from the town.

Over the Darling Downs.

TO note the development of the Darling Downs and the progress it has made, from its infancy as a great sheep run, a journey by the railway line from Toowoomba, southward to Pittsworth, Allora, Warwick, Killarney and Thane, and also to Crow's Nest, should be taken. Immediately after leaving Toowoomba the scenes become rural in every sense of the term. Orchards surround many farm-houses, while the sides of the hills are clothed in a wealth of green. Lucerne, oat, or potato fields repeat in endless succession for miles. By degrees the country takes on the Downs character, undulating, rich-grassed lands, clothed with apple trees or gum. At Gowrie Junction we turn southward, leaving the Western line to continue its way by Dalby and the great plains of the West to Charleville and Cunnamulla. From Gowrie the scene is one of continued interest to the eye of the farmer or pastoralist. Forest gives place to a great sweep of plain, broken here and there by some homestead or field of ripening wheat. A ridge breaks the line of view, and beyond, a small stream is crossed, the quality of the soil being seen in the banks which rise straight from the water's edge. As we advance southward the number of farms increase, and at Clifton the recent advance in settlement may be judged from the number of new structures erected there.

To see the Darling Downs in its pristine beauty, one should time his visit when the wheat is in ear. The view near Clifton, in the month of November is a sight to remember. Seated on a rise you see winding away to the north and south, the narrow path which marks the railway line dividing the Downs land or fields of wheat on either side as sharply as a canal divides a landscape. Beneath the line, some distance away, and winding westward, flows a glinting stream of crystal water, overhung here and there with the beautiful-crested willow, drooping its purple-hued branches to the stream beneath, the heavy loam with its emerald carpet standing black against the silver stream. The grassy slope and hollow stretching to the road at our feet is tinted with myriads of wild flowers, over which the bees and insects hum and turn. A hare crouches for a moment near a grassy tuft, and then darts swiftly across the dusty road to a copse

beyond, as a horseman comes to view, cantering along the green sward at the roadside. Far down the road, with its long stretch of barb wire fence on either side, a waggon, loaded with hay, creeps out from the distant woodland and disappears a short distance off in a clump of willows, reappearing on the road, which flanks the stream. The distant hills stand sharp against the horizon, their sides and summits bare in places, in others marked by clumps of trees which run down, wedge shape to the valleys below, which change in tints as the full light of the sun sparkles on the ever shifting-leaves, save when a cloud moves athwart the light. At intervals on the undulating plain the homestead of some settler is seen, each with its surrounding farm buildings, and stacks of hay. Across the farmland here and there may be seen moving teams of horses and ploughs, breaking up fresh soil for planting time, and

“—lowing herd winds slowly o’er the lea.”

And the vales sing joy to the misty hills,
And the wild winds ripple it down the rills,
O’er the tasseled corn and the golden wheat.”

But *tempus fugit*, and we must on.

At Hendon, a branch line, 3 miles in length, goes to Allora, the centre of a splendid wheat and dairying district and one of the prettiest townships on the Downs, situated on Dalrymple Creek, an affluent of the Condamine River. Passing Toolburra, Rosehill, and Millhill, the latter station giving us a magnificent view across the Condamine, of the coming town two miles away, we arrive at Warwick, 169 miles from Brisbane, and 68 miles from Toowoomba, having crossed some of the grandest farming country to be found in the whole world; and which is progressing to a wonderful degree.

Warwick, 169 miles from Brisbane, 1485 feet above sea level, is a principal town of the Darling Downs, and owing to its being the centre of a rich region is making marvellous progress.



General View of the Gardens and Palmerin Street, Warwick, 169 miles from Brisbane

Seen eastward, a track leads down the hillside to a stile, beyond which lies a wheat field ready for harvesting. A great yellow flaming plain, moving, as the wind gently sweeps the surface, into valleys and slopes of glinting light, seeming in endless waves; for the field is a large one, and scarcely touched by the harvester. To the right of the field is a cleared space, growing larger as the reaper by degrees moves along the wall of grain, leaving in its track the golden sheaves in regular lines, to be quickly gathered, and stooked by the men, so small at this distance. The warm air and the hum of a myriad insects as they wing their way over the sweet-smelling meadow land and harvest field, and the brilliant lights of sunset slowly fading from carmine to golden yellow, and again to grey and darkness behind the distant hedge-land of mountain complete the scene. One scarcely wishes to leave the scene behind and return to the workaday world, for there seems nothing better than this watching the sunlight colouring with many changing tints the beautiful landscape, and watch, as F. L. Stanton says,—

“The flowing meadows that glow and gleam,
Where the wind sings hope and the daisies dream,
And the sunbeams colour the quickening clod.

It has every convenience for visitors in its many excellent hotels, livery stables, etc., There are many public buildings, churches, schools, etc., while the substantial commercial buildings are a credit to the State. It is the centre for much wheat milling and butter making. The surroundings of Warwick are very beautiful, many parts like to its namesake on the Avon in England, and offer charming drives to a visitor. The Condamine River, willow fringed, comes down through the meadows from Killarney, giving a continued succession of beautiful streamlet views. In addition to the great wheat fields which extend in many directions, Warwick is also noted for its vineyards, grapes growing here luxuriantly.

The Goondiwindi extension goes southward from here for 24 miles to Thane, through miles of wheatfields and open downs giving splendid views of the Darling Downs the whole way. From Thane is reached Goondiwindi on the borders of New South Wales, 115 miles westward via Inglewood 56 miles westward. The line is being extended through the broken country of the Harries Range and large areas of splendid wheatlands all the way to Goondiwindi will be opened for close settlement.



Harvesting Wheat, Darling Downs.



Threshing Wheat, Darling Downs.

Killarney Line.

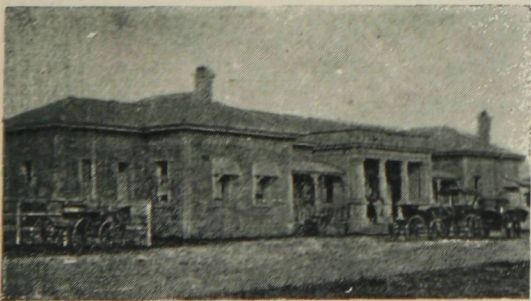
AN easterly line from Warwick takes us through most picturesque farming scenery. On this branch line, 28 miles in length, one again witnesses the wonderful expansion of the farming and dairying industries. Settlers' homes of all sizes are to be seen, from the three-roomed house of the beginner to the five and six hundred pound houses of those who have been in the district a number of years. This section of the country gives evidences of the wealth to be acquired by steady, industrious men; and this fact is more noticeable here than elsewhere on the Downs, owing to the length of time farming has been carried on. Dairying has given excellent returns, and the many creameries and allied factories to be seen in this part of the Darling Downs point to the progress which this industry is making. This is especially to be noted at Swan Creek, with its productive soil of black loam, and at Yangan, a splendid dairying and farming centre. Near Tannymorel good coal has been discovered $3\frac{1}{2}$ miles from the railway and a line is proposed to be constructed thereto by the local Shire Council.

Killarney, on Killarney Creek, the head of the Condamine River, the terminus, is noted as one of the show places of Queensland. In the adjacent ranges, the tastes of the botanist, the artist, the sportsman, and of Nature's most exacting admirers are catered for liberally. The botanist is delighted with the richness and variety of the flora; the sportsman finds ample work for his rod and gun in the many creeks and surrounding scrubs, while the artist will find among the mountain gorges charming scenes for pencil and brush. A walk of four or five miles from the railway station takes us to the renowned Killarney Falls, three in number, one on the southern source of Spring Creek, and the other two on the northern branch of the same creek. Here rises the great scrub covered McPherson Range, a region of massed trees, vines, and boulders, while from the depths of the gorges pours out over rock and fallen tree, breaking into spray as it falls on the creek bed beneath, the magnificent band of water, that miles away swells to the Condamine River. Every accommodation is to be obtained at the excellent hotels here, and a visit to the Killarney district will be thoroughly enjoyed.

The Main Line.

The Main Southern railway line goes past Warwick for 38 miles before Stanthorpe, an important centre of fruit growing in Southern Queensland is reached. The intervening country consists

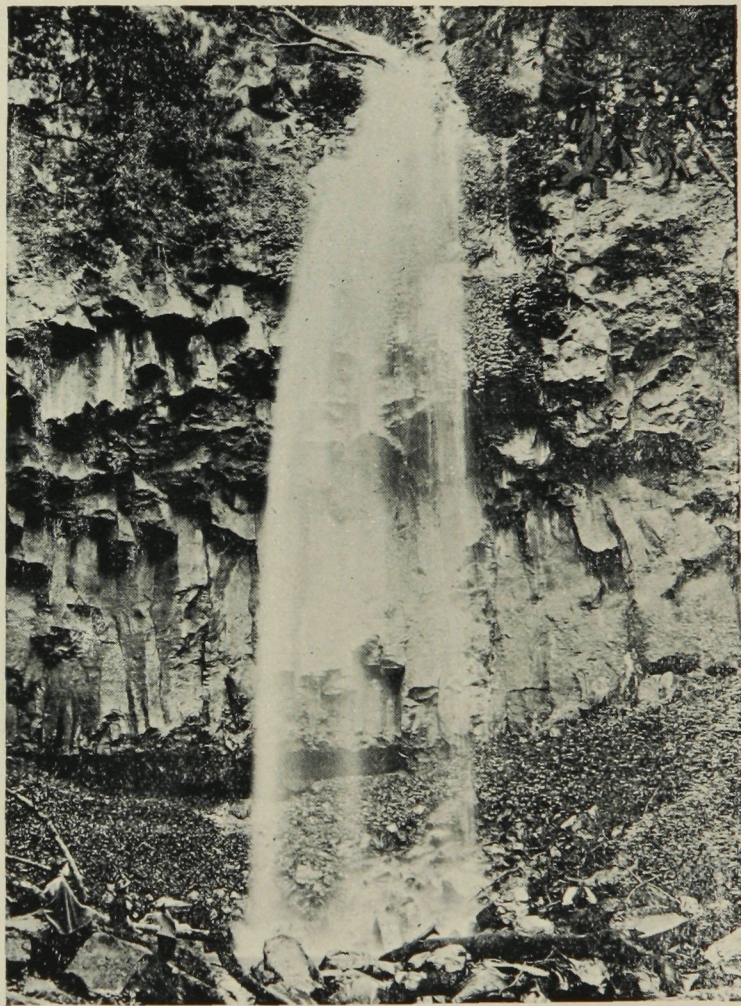
of ridges, well grassed and heavily timbered, the line winding in and out of the spurs which come down from the adjacent Dividing range, which separates Queensland from New South Wales; a range which we run parallel with for many miles. The temperature is considerably lower than



Warwick Railway Station.

at Warwick, which can well be understood when the different altitudes are considered. The latter town is 1,485 feet above sea level, and nine miles on, Silverwood, is 1,911 feet; Thulimbah is 3008 feet in elevation and is the highest station on this Southern line; Stanthorpe, 207 miles from Brisbane, stands 2,656 feet above sea level. When travelling in winter, and the sleet beats against the window panes, one hesitates to leave the warm, comfortable railway car for the icy coldness with-

out. In the months from September to March, however, the district under review is one of the most attractive that could be found. The air is cool and bracing, the summer heat averaging from 75 to 80 degrees, with cool nights, and is well recommended by the medical faculty as a health resort. The surroundings of Stanthorpe are in every way delightful, there being excellent scenery at numerous points all within easy riding distance. The town itself was established in 1872, due to the enormous deposits of alluvial tin that were unearthed hereabouts. When the alluvial became in a measure exhausted, there was a great exodus of the miners to the newer finds in Northern Queensland, and the place became practically deserted. Dredges are now being used to obtain this valuable mineral, operations being carried on in the creeks adjacent, and are of considerable interest. Silver has also been found in good quantity in the ranges



Waterfall, Killarney, 28 miles from Warwick

southward. The district of Stanthorpe is becoming noted for its splendid fruits, numerous orchards filled with a large variety of European fruits, splendid in growth and flavour are hereabouts. The district of Texas, about seventy miles away, is becoming famous for its increasing production of tobacco. A further journey of twenty-six miles through open forest and undulating ridges, and we arrive at the terminus of the Southern Railway line, Wallangarra, where the Queensland and New South Wales systems join. Here the traveller can continue the journey on through New South Wales, 490 miles to Sydney, thence to Melbourne, Adelaide, and northward through South Australia to the great salt lakes in the centre of this island continent.

Crow's Nest Line.

FROM Toowoomba, the Crow's Nest line goes northward, passing through the northern suburbs of the town, by farm-clad ridges to Pengarry Junction, five miles away. Here the line bends northward, keeping well to the side of the Main Range, and passing through that magnificent soil which has made the district so famous, finally terminates at Crow's Nest on the slopes of the range 800ft. above sea level, and a distance of twenty-nine miles from Toowoomba. The annual



The Upper Condamine River, near Warwick.

rainfall of this district is usually considerable, due in part to the proximity of the range and the thick forests which line the mountain slopes. To this and the fact of the district being settled upon by an excellent class of farmers, may be attributed the rapid progress made by the different centres along the line.

From the adjacent ridges at Cawdor, Shirley, Meringandan, and other roadside stations, delightful views of the vale toward Goombungee, Glencoe, etc., may be obtained, especially is this the case from the high ridge overlooking Cawdor, as from here

the scrub has but been recently cleared. In the station yards at Meringandan may be seen each day number of farm waggons, discharging into the trucks their freight from the surrounding rich districts of Goombungee, Gomorin, Douglas, Glencoe, and Milton, huge loads denoting the prolific nature of the soil. From the yards is obtained an extensive view of the farm-lands, which lie between the township, and a low distant ridge to the west. The road to the places mentioned above winds away down from the railway station, past the farms, and up the further rise, finally disappearing into the forest in the distant hill-land. The whole of the country around is undulating black and chocolate loam, and is settled by an industrious

class of farmers who are mainly engaged in maize and wheat culture, although a large number are devoting considerable attention to the dairying, and pig raising. Proceeding along the railway line one passes the small stations, Klineton, Cabarlah, and Geham, where Messrs. Munro, Toowoomba, have a large saw mill, and Hampden on the crest of the range. From here the private line of Messrs. A. & W. Munro, proceeds to their large mills at Perseverance, a distance of 8 miles. Messrs. Filshie, Broadfoot, & Co., Toowoomba, have also large mills in close proximity to the magnificent belts of hardwood, and pine forest which clothe the eastern side of the range. Hampton is the highest point on this line, 2,311 feet above sea level, with a fine bracing climate.

Crow's Nest, the terminus, is a rapidly growing township, situated in the centre of one of the richest timber districts of the State, and surrounded by rich agricultural lands. The forests of pine, blackbutt, iron bark, etc., are among the finest in Queensland. Minerals of several kinds, gold, copper, tin, etc., have been unearthed in the surrounding broken country, while the dairying industry is now becoming a leading factor in the business of the locality. Pinelands Estate, one of the estates repurchased by the Government, is three miles from the township. This estate was cut up into 40 farms of 70 to 100 acres each, and all acquired by selectors, and its settlement has helped much towards the progress of the town. It may be said along the whole of the line from Toowoomba to Crow's Nest, and for several miles east and west rapid progress is being made, and the district will become one of the foremost of the farming centres of the State.

Pittsworth Line.

THE Pittsworth line branches off at Wyreema Station, 20 miles from Toowoomba, and goes westward for 16 miles to Pittsworth, traversing throughout a belt of rich park-

like land, dotted with farm houses, and marked by furrow or rich green crops, a journey interesting to all connected with country pursuits. Two and a-half miles from Southbrook, a small station six miles from Pittsworth, is the land known as Beauaraba Repurchase Estate, which, taken up many years ago by Mr. Mott, was purchased from him by the Queensland Government in January, 1899, for the purpose of subdivision and settlement, under the provisions of of the Agricultural Lands Repurchase Act. The area comprised



View at Yandilla, Pittsworth

8,120 acres, for which an amount of £12,992 was paid, equal to about 32s. per acre. The interest and survey fees, totalled £583, bringing the total cost of the land, before it was available to selectors, to £13,573. An area of 28 acres was utilised for reserves and roads, and the balance has all been disposed of to selectors, who rapidly brought the land under a complete state of cultivation in spite of the dry seasons which they had to contend with. The greater portion of the soil is a rich loam. The subdivision of this and other large areas of land had all to do with the progress of Pittsworth which is now a rapidly growing centre.

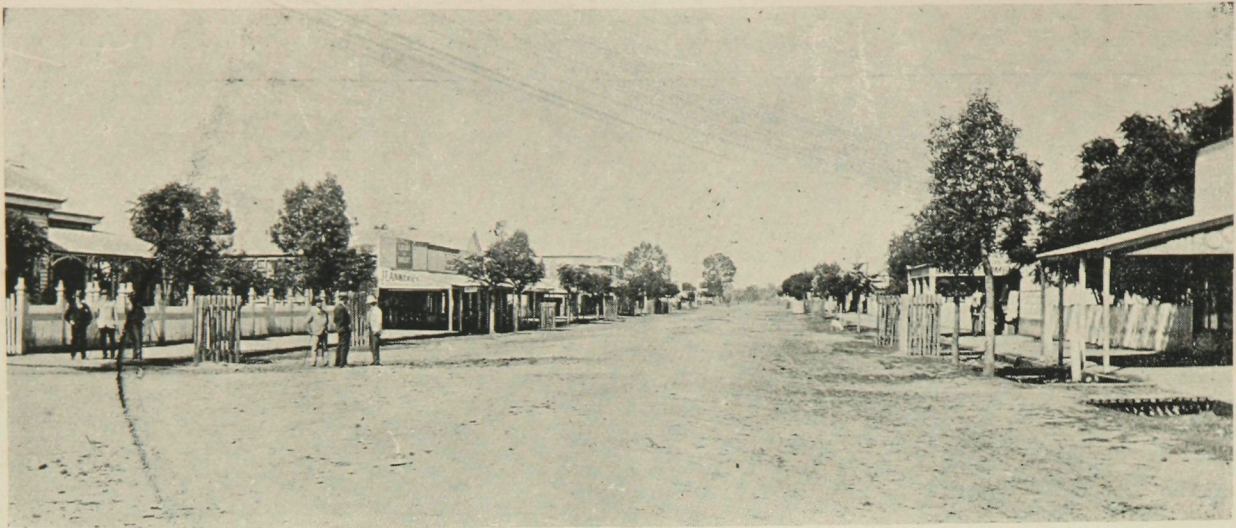
The town of Pittsworth may well be termed the centre of the Darling Downs, being about 40 miles in a direct line from Dalby on the north-west, and about the same distance from Warwick, on the south-east, while 24 miles direct brings one to Toowoomba on the north-east, and a corresponding distance to the Harries Range in the south-west. The whole of the surrounding country is a magnificent loam capable of producing enormous crops of wheat, maize, potatoes, etc., while the extensive growth of the dairying industry and pig-breeding is a further criterion of the richness of the land hereabouts. Originally a portion of Felton Station leasehold, the property of the late Hon. James Tyson, it was thrown open for selection some 20 years ago, and the whole of the country around was taken up in moderate-sized areas by selectors. The cost to these selectors was from 2s. 6d. to £1 per acre, with lengthy terms of payment for the land. All these farms are now freeholds, and the prices within ten miles of Pittsworth have advanced to very high figures.

The township is laid out in rectangular form, adjacent to the railway line, and is replete with every convenience for commercial and social life. Yandilla street, is the main street, and contains almost all the business houses, banks, and Government Offices. The hotels are well built and have excellent accommodation at moderate rates. Coaches leave here for the distant settlements of Yandilla, 21 miles, Millmerra, 28 miles and Turalla at regular times, the route being over magnificent black soil plains and sandy loam the whole way, while

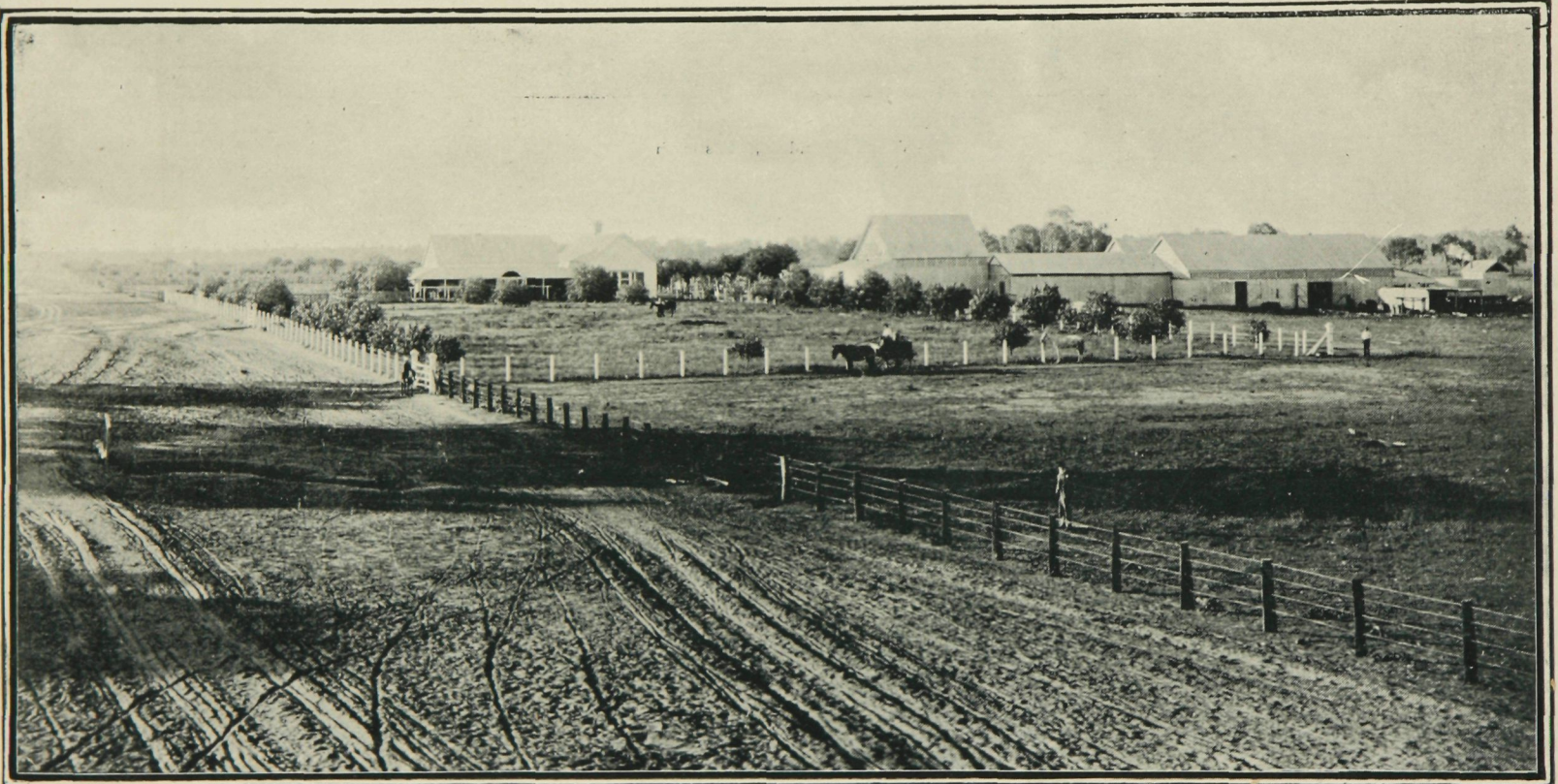
the produce from the Beuaraba Scrub, Gentleman's seat, Grass Tree Creek and other near and far centres of settlement all come to Pittsworth, making it a township of much promise.

The Main Western Line.

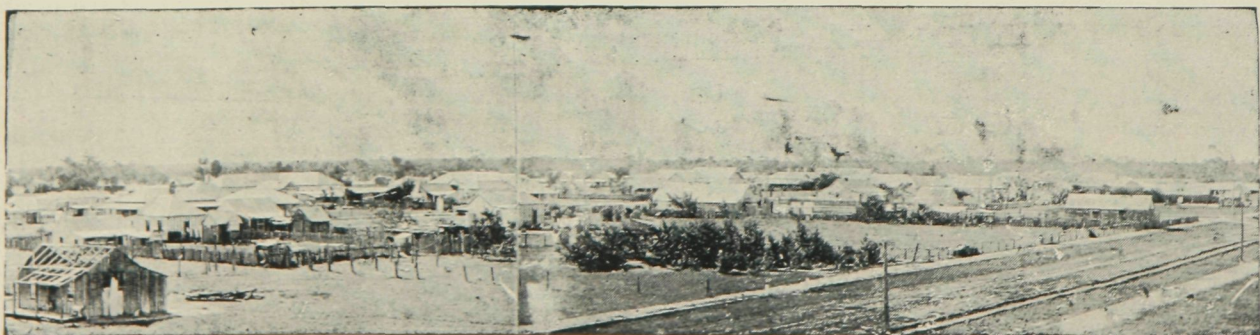
FROM Gowrie Junction, 7 miles from Toowoomba, the main Western line runs almost due west to Charleville and then south to Cunnamulla, a distance of 496 miles or 604 miles from Brisbane. Now the famous western plains are entered upon, and names such as Gowrie Plains, Jondaryan, Jimbour and others suggest to our vision the millions of sheep depasturing on these valuable lands. Passing Gowrie with its farms and coal mines, the old Oakey Creek Meat Works, the first established in the State, on past Jondaryan, Bowenville and Blaxland, all centres of magnificent black soil country, we draw up at Dalby, the City of the Plains, situated apparently in the centre of a boundless black soil plain. This town is a favourite resort for invalids suffering from pulmonary complaints, on account of the valuable recuperative quality of the warm dry air of this district. Away to the north, dimly discerned, are the famous Bunya Mountains, whose slopes are thickly clothed with gigantic Bunya pine trees, and toward which a line is now built to a distance of twenty-four miles, traversing some splendid downs country. Continuing due west, we travel across country with scarce a hill to break the uniform level, great flocks of sheep testifying to the utility of the plains for grazing purposes. Leaving, among others, the small roadside stations of Macalister and Warra in our rear, we arrive at Chinchilla in the valley of the Condamine River—a receiving depot for live stock and produce of the neighbouring cattle and sheep stations. Then on past Miles, the coaching place for Taroom, 98 miles, and other centres northward, Yeulba (the starting place for coaches and travellers to St. George, 110



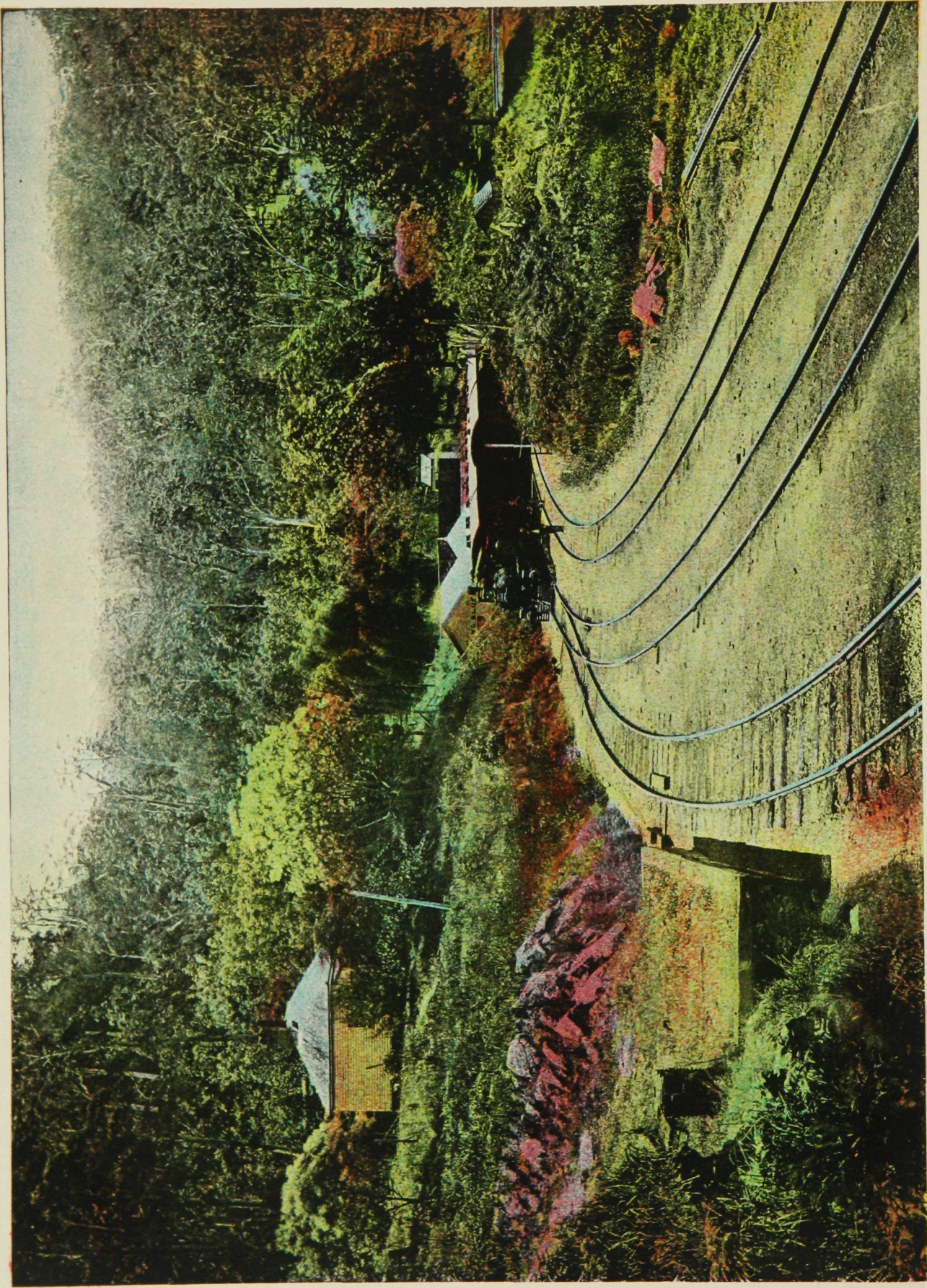
Charleville, 483 miles W. of Brisbane.



A HOMESTEAD NEAR ROMA,
318 miles W. of Brisbane.



Cunnamulla, 604 miles W. of Brisbane.



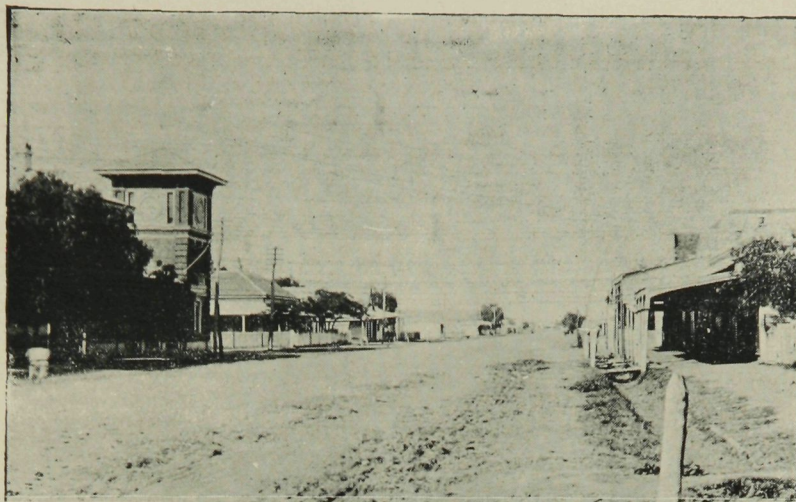
Spring Bluff, Toowoomba Range.

miles S.W.), the farming settlements of Wallumbilla, Blythdale, &c., we reach Roma, the coming vineyard and granary of the west, having travelled 217 miles over a splendid territory of black soil downs, open ridges and magnificent grazing lands. Splendid vineyards exist near Roma, while the cultivation of wheat, for which the district is eminently suited, is rapidly advancing. The town is well laid out and is considered one of Queensland's sanatoria, the hospital for consumptive patients adjoining the town, being of special merit. Special mention may be made of the Roma bore from which both natural gas and water are obtained, both being laid on to the town for general purposes.

Mount Bassett and Mount Abundance can be seen away to the north as the train speeds on past fields of wheat and flocks of sheep; mulga and brigalow scrubs, alternating with the rolling downs, a continuance for miles and miles on either hand of the rich lands passed through previously.

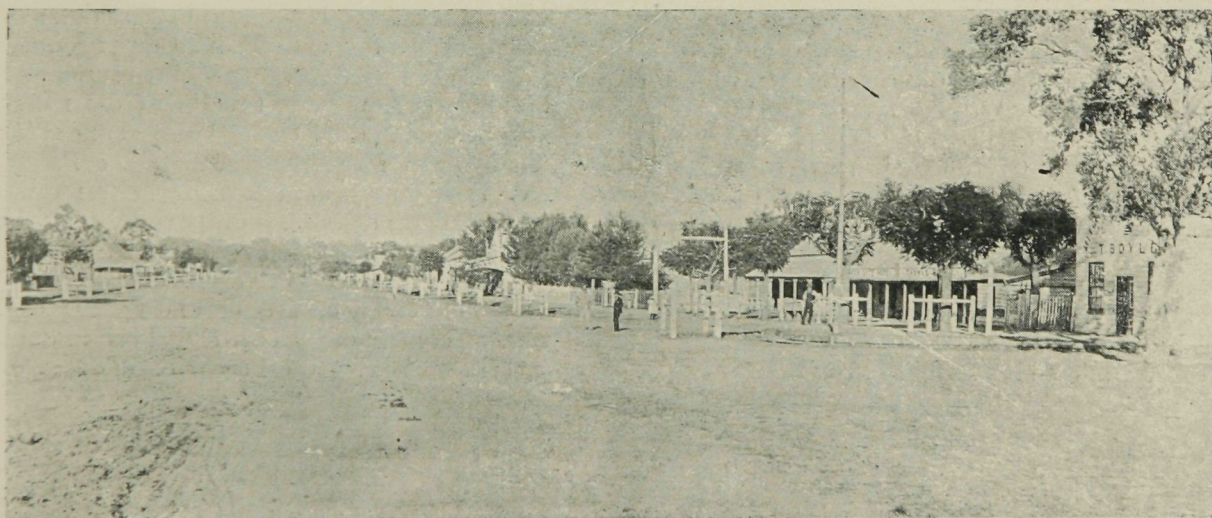
Leaving the minor stations of Bungeworgorai, Hodgson, Brinsop, Muckadilla, and Amby behind us, we arrive at Mitchell, a rising township on the banks of the Maranoa River, chiefly known as a centre for sheep raising, but at which also wheat growing is pro-

sian Bore, 1,400 feet deep, capable of yielding 3,000,000 gallons of water daily. Hot baths can be obtained at all the principal hotels, direct from the bore. A large bathhouse is erected at the bore, its waters having great virtue for rheumatic and other complaints. Charleville is the centre of a rich pastoral district and has large trade relations with the great pastoral properties of the Warrego and Ward rivers, and with the far western pastoral districts. Teams



Main Street,
Dalby

153 miles from Brisbane,
Western Line



Mitchell, 372 miles from Brisbane, Western Line

gressing, splendid yields of this cereal being obtained. This township is another starting-place for the coach down the river to St. George and Bollon. The same lightly timbered open downs are still met with, as for the next 100 miles we speed past numerous stations; past Morven, a small township on the south side of the line, and a centre for the surrounding stations, till we arrive at Charleville on the left bank of the Warrego River, distant 483 miles from Brisbane. This township is favoured with a permanent water supply obtained from the Government Arte-

go westward 400 miles from here, being many months on their journey; large western merchants and forwarding firms having their headquarters here. The town is well laid out, and extensive stores, hotels and business premises occupy the sides of its wide streets.

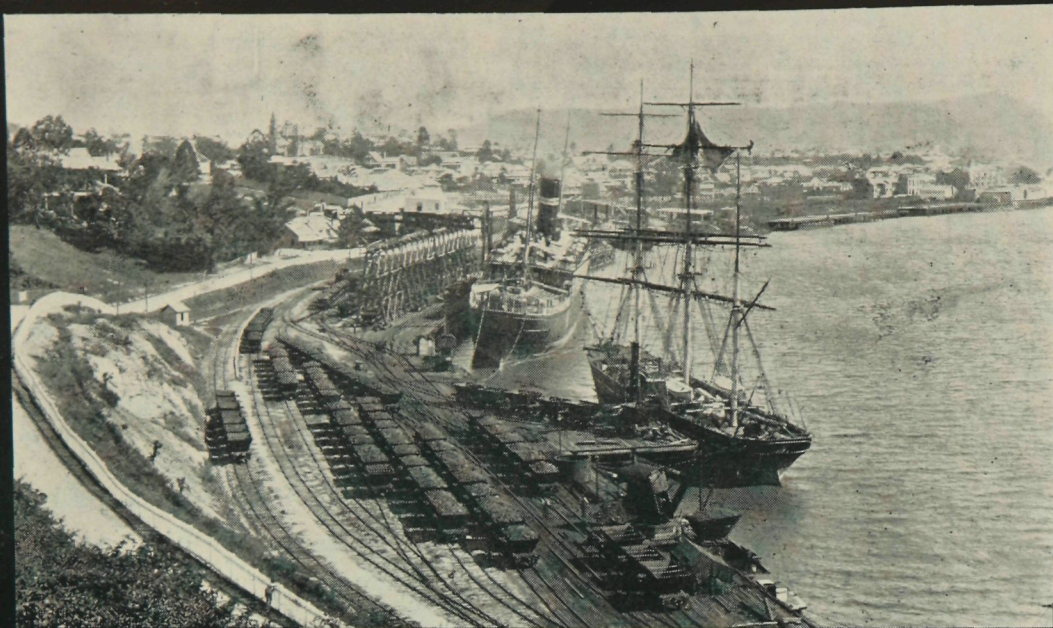
From here the line turns south, and keeping to the eastern bank of the Warrego River, goes 121 miles in almost a direct line, over rich pastoral country to Cunnamulla, the terminus of the line. Cunnamulla, like Charleville, is the centre of large pastoral pro-

properties and grazing farms, and from which the stations west and south obtain their supplies. Coaches leave here also for Eulo on the Paroo River and the Opal mines 50 miles west, for Thargomindah 145 miles west on the Bulloo River, and for Bollon, 140 miles. Good fishing is to be obtained in the long lagoons of the Warrego River, while shooting is also plentiful at times on the plains.

Pittsworth,
Darling Downs

36 miles from Toowoomba





Railway Wharves, Brisbane River.

South Coast

Engraved by
TRAILL BROS.,
Brisbane.

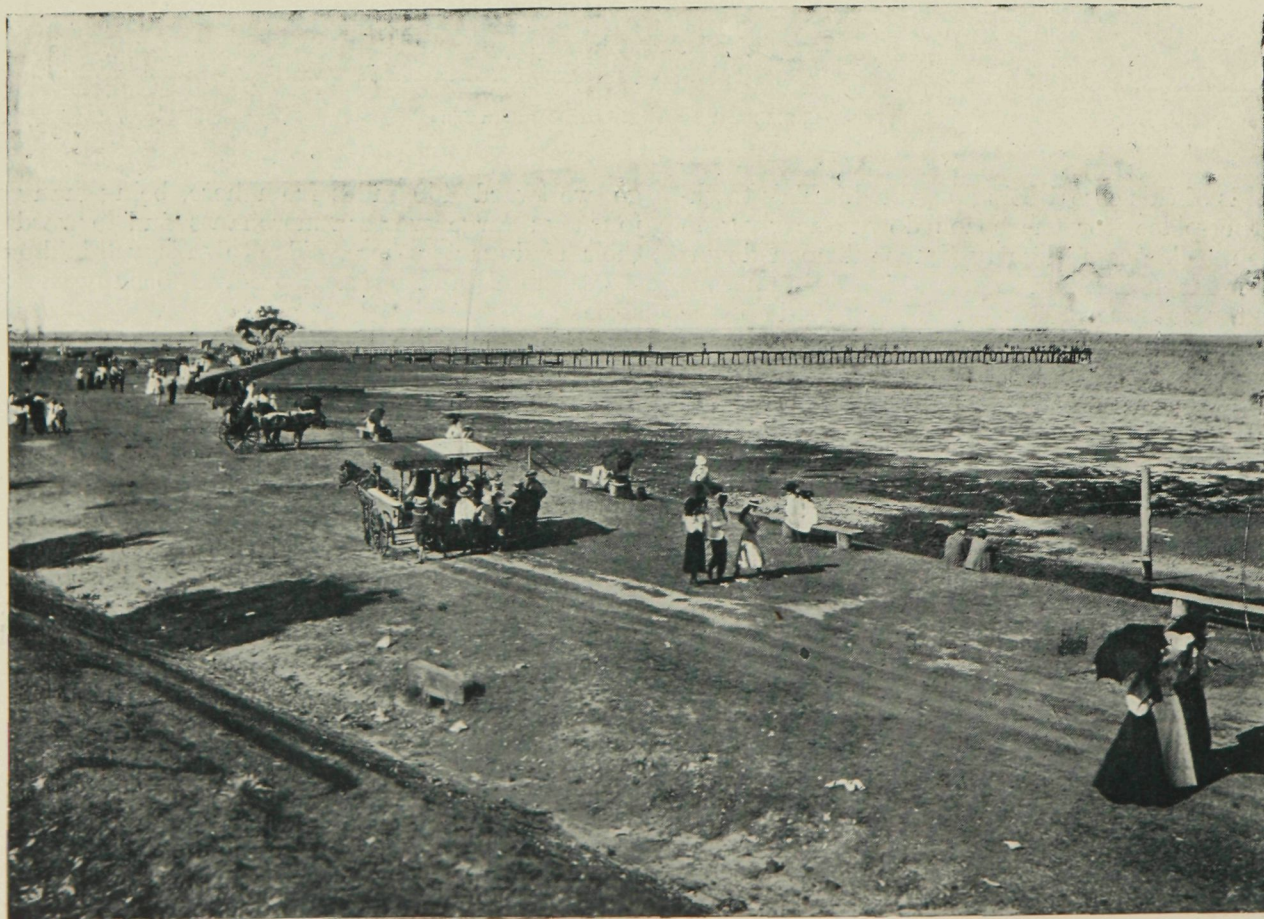
Railway Lines.

A LONG the coast line of southern Queensland are situated a number of marine resorts which equal in beauty any of the most favoured seaside watering places in the Southern Hemisphere. The majority of these are in direct communication by rail with the several centres of population, while others may be reached by the additional pleasure of a coach drive through charming woodland scenery. Of those situated to the south of Brisbane are Southport and Tweed Heads on the South Coast line, and Wynnum and Manly, Wellington Point and Cleveland on the Cleveland branch.

From Melbourne Street Railway Station, South Brisbane, one of the most imposing stations in the State, emanates the South Coast line, with its several branches to these resorts, as well as to Beaudesert and other centres, and a short line linking with the main Western line at Corinda. Steaming out from Melbourne Street we have a full view of the handsome new Administration Buildings, Treasury and Parliament House across the Brisbane River, the foliage of the Botanical Gardens lending glorious colour to the picture. Beyond Park Road the Cleveland line branches to the left following which we reach Logan road Station, then across the long trestle bridge over Norman Creek to the suburban station of Coorparoo. Here we alight, should we desire a trip to White's Hill, two miles away—one of the sights of Bris-

bane, whence by means of the fine telescope erected there, a beautiful view of the Bay, River and City and the country towards Ipswich is spread before us. From Coorparoo the line winds past high ridges, nearly all sites of villas, crossing, near Mooraree, Bulimba Creek, the Doughboy Creek of old times, whose waters years ago floated pine and beech to the Brisbane river from the rich Belmont scrub near Mount Petrie. Three miles beyond Hemmant, an old sugar growing and farming settlement, we are running parallel to the sea and looking out over the blue waters of Moreton Bay, and the pretty seaside resorts of Wynnum and Manly, distant 12 and 13 miles respectively from the City, which, owing to railway convenience, are extending rapidly. The residences are almost continuous along the shore and upon the high ridges adjacent. The foreshore extends from the low ground

some distance north of No. 1 jetty at the end of the Brisbane road, Wynnum, past Darling Point and Manly, to the mouth of Tingalpa Creek, a distance of fully three and a half miles. A road runs along the front of the sea almost the whole way, and forms a very pleasant drive. There are three public jetties at different intervals jutting out from the shore 900, 1,200, and 600 feet respectively, and the Wynnum Shire Council have erected public dressing rooms for the accommodation of bathers adjacent to the sea. Several refreshment houses adjoin the beach, where light meals



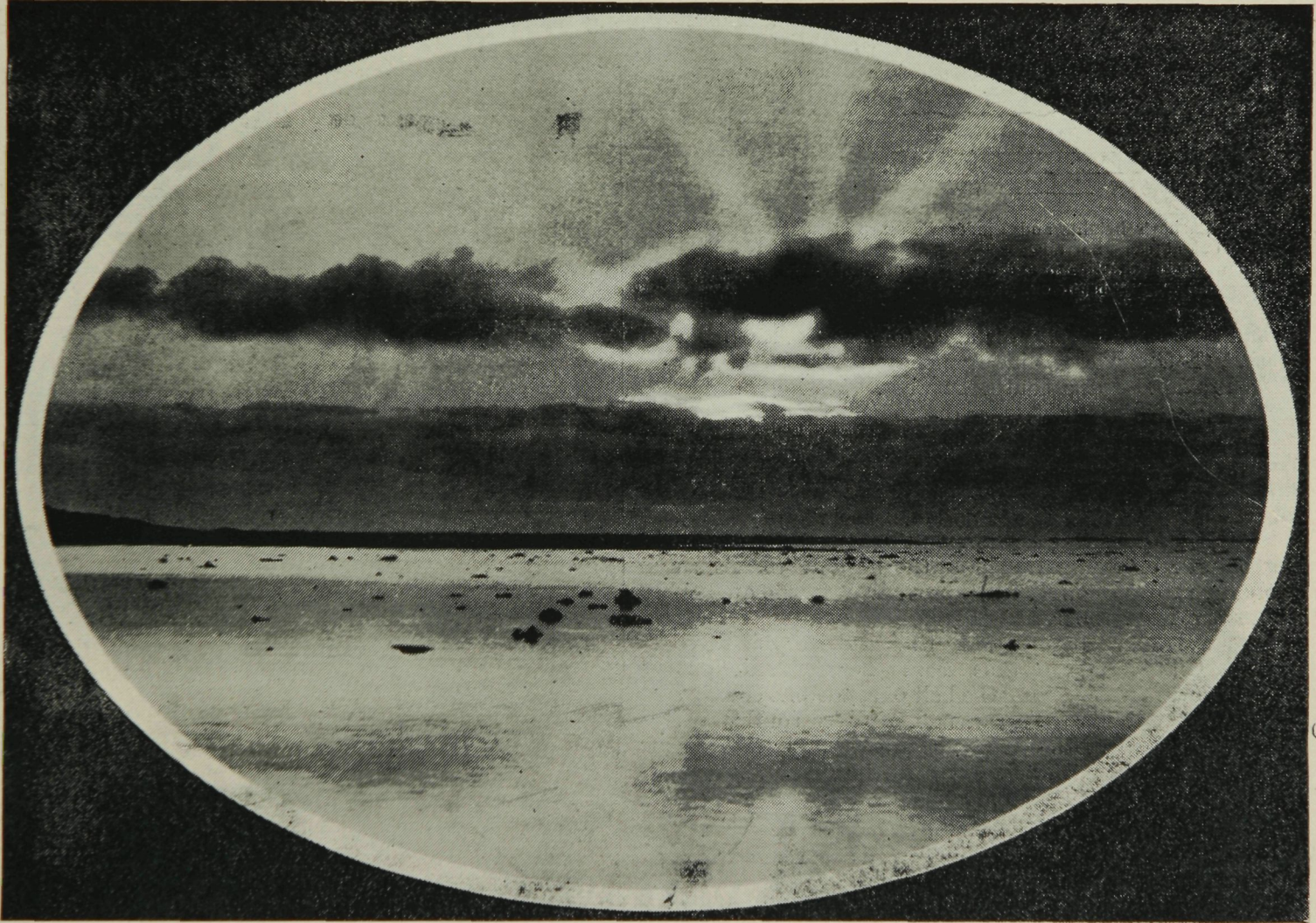
[Manly Beach, 13 miles from Brisbane, Cleveland Line

may be obtained. Boats are for hire on the Creek near No. 1 jetty, Wynnum, and fishing may be indulged in at any point along the shore, or off the jetties, the principal fish being whiting, bream, mullet, taylor, and flathead.

The railway station of Manly is about half-a-mile from the pretty bay, which lies below the amphitheatre of high ridges upon which the numerous residences have been erected. All of these have a charming view of the wide strait between the mainland and Stradbroke Island, and of the various islands in the channel, together with the promontory known as Wellington Point and its terminal King Island. On the level land adjacent to the shore are several stores, refreshment rooms, boarding houses, and other conveniences for visitors. There is an excellent jetty on the beach with bathing enclosure, and public dressing rooms for bathers on the beach. The bathing on this beach at high tide

foot at low tide. There are several furnished houses available on the point, and a good hotel opposite the main Brisbane road. There is also an excellent school, two stores, blacksmith's shop, etc. At Ormiston, a mile away, on the line, the first Queensland sugar was manufactured by the late Captain Hope.

Cleveland, one of the prettiest termini of the Queensland Railway, is a neck of rich chocolate land jutting out into the sea opposite Stradbroke Island, 23 miles from Brisbane, and overlooking the long stretch of island-dotted channel between the mainland and Stradbroke Island, opposite. The railway station is about a mile from the lighthouse, at the end of the point. From here two jetties extend into the sea. There are three hotels adjacent to the railway station, boarding house, stores, with butcher and baker, for the wants of visitors and residents. Oysters are obtainable at Oyster Point, about $1\frac{1}{2}$ miles south from



Sunset on Moreton Bay.

Photo. by J. Gilmore.

"When lingering twilight falls,
And earth, and sea and sky

In one grand melody of light and shade,
Goes slowly into rest."

is exceedingly good. Boats are for hire and there is good fishing along the sea front and at the mouth of Tingalpa Creek. A few oysters are obtainable on the rocks, but these are very small, those to be got at oyster saloons coming from either the Moreton Bay or Wide Bay beds.

Six miles beyond Manly, and 19 miles from Brisbane, is the railway station of Wellington Point, situated at the base of the promontory of rich chocolate loam, which juts out into Moreton Bay. The point is about $1\frac{1}{2}$ miles from the railway station, along a fairly level road, some excellent houses being erected on either hand, overlooking Waterloo and Raby Bays, which the point divides. On the north side may be seen the seaside resorts of Manly, Wynnum, and Lytton, as well as the numerous islands in the straits, while to the south Cleveland Point goes seaward. Off the extremity of the point is King Island, which is accessible on

Cleveland west. Vehicles can be hired at the hotels, but there is no boating accommodation. A coach leaves Cleveland each day for Redland Bay, the centre of a large fruit growing district nine miles along the coast.

Main Coast Line

Continuing the Main South Coast line from Boggo Junction, the suburban stations of Fairfield, Yeronga and Yeerongpilly are soon reached, the later station sending the connecting link of three miles already mentioned to Corinda on the Western line, chiefly

used by the great waggons loaded with coal from the Bundamba and Ipswich coalfields. This section shows some charming reaches of the Brisbane river. Beyond Rocklea the line runs among lightly timbered schistose ridges, with sections of red loam showing at intervals; Sunnybank, and Runcorn in particular, having excellent farming lands. At Runcorn on the right, after passing the station, the well-known Nursery of Williams and Son appears upon the adjoining uplands. On by ridge and gully, past selectors' homes and rich farm lands, past Loganlea, a centre of agriculture, we cross the Logan River, which, rising near Mount



Bethania Junction, 21 miles from Brisbane

Lindsay in the McPherson Range, drains, with the aid of its numerous tributaries, upwards of 1,480 square miles of territory.

BEAUDESERT LINE.

"Where Barney's heights and Lindsay's scarp stands
out abreast the range,
And giant rocks, that beetle o'er the base of woods, are
sentinels of beauteous vales."

AT Bethania Junction, a distance of 20 miles from Brisbane, the Beaudesert line branches off the main line and, going almost due south, between the Logan and Albert rivers, reaches Beaudesert, at a distance of 47 miles from the City. From here a line has been constructed up the valley of the Logan for a considerable distance by the local Shire Council.

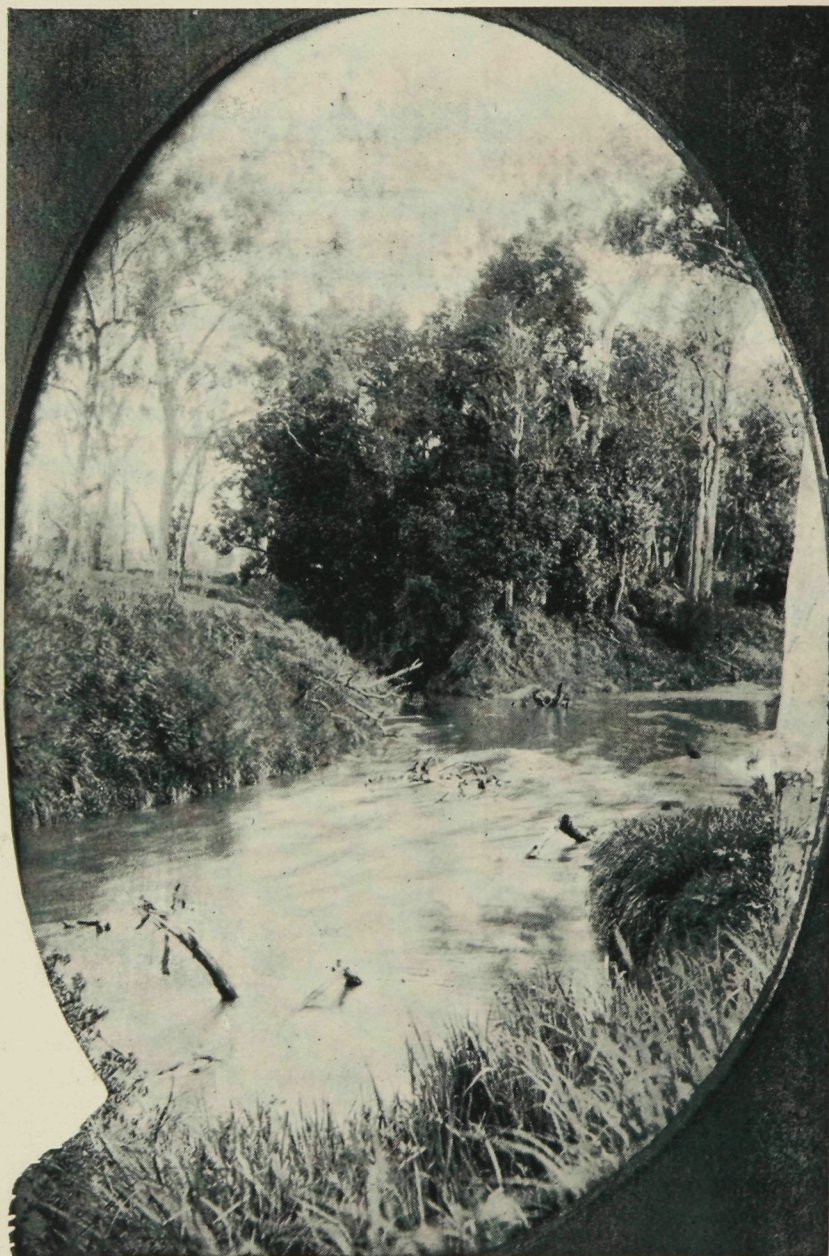
The district of the Upper Logan and Albert commences properly after passing Logan Village, a small township prettily situated on the banks of the Logan River. Southward from here for 50 miles to the McPherson Range at the head of Christmas Creek, the country shows a continued improvement in the quality of the soil. Away from the river's bank the country consists mainly of ridges and sandy loam, lightly timbered, very suitable for fruit culture. On the banks of the streams the black and light loam show many feet deep, overlying the belt of sandstone country which one meets with outcropping in many places southward. Jimboomba is chiefly noted as a centre for timber, large numbers of teams arrive daily from the surrounding districts, and sawn timber from the Canungera Mills of Messrs. Lahey Bros. and Nicklin, on the Canungera creek, a tributary of the Albert, a distance of 20 miles. A general store, hotel, blacksmith, butcher, etc., constitutes the business portion of Jimboomba, while a well-built church and school house cater for its educational needs. Coach communication is held with Canungera. Mundoolun station, the property of Messrs. Collins and Sons, is 7 miles eastward; a number of settlers are located in the vicinity of this station on the belts of rich, black, sandy loam which stretch for miles along the banks of the Albert River, from Beenleigh to the New South Wales border. Beyond Jimboomba signs are not wanting of the chief business of the district. Great logs of timber lie at several of the stations, while at all of them the numerous cream cans awaiting transfer to the butter factories denote the fast growing industry. Veresdale Station is next passed. Here to the right, half a mile away, on the east bank of the Logan River, can be seen Townsvale, the property of Mr. W. T. Walker, overlooking the "Letitia Plains" of Captain Logan, which stretch away to the Birnam Range. This property was taken up some forty years ago by old Captain Towns under the "sugar and coffee regulations," and has the record of being the place where South Sea Islanders were first employed in the State. These, Mr. Walker who was the manager of the estate informed me, came from Tanna and Sandwich Islands.

Beaudesert, the chief township of the Upper Logan and

Albert, is reached forty-seven miles from the city. It is the present terminus of the railway line, and a township which has shown great progress during the past few years, owing to the enormous increase in the timber trade and to the progress of the dairying industry which is still but in its infancy in the Logan district. The roads to Tabragalba and Tambourine, Nindooimba and Kerry, Upper Logan, Christmas Creek, Tamrookum, and Maroon, Bromelton and Boonah, meet here with the old Brisbane road, to which circumstance is due the establishment of the township in its present position.

Beaudesert Tramline

The line known as the Beaudesert Tramline is to all intents and purposes a continuation of the railway line, but is owned by the Beaudesert Shire Council, and is administered for that Council by Mr. A. McDonald, C.E. It runs through some of the most magnificent lands in Queensland, and no visitor should omit a run along this line. From Beaudesert to the Junction at Tabooba,



Junction of Palen Creek and Logan River

twelve miles, where is the beautiful home "Tamrookum," and along each of the branch lines to Christmas Creek, four miles, and Innes Plains, four miles, occurs succession of dale and hill. Rich hill-land slopes down to beautiful valleys and small plains to the timbered river or creek edge. To Tabooba, you keep in touch with the Logan the whole way, and can note the 20 to 30 feet bank of rich black loam. Further on up either the Innes Plain or Christmas Creek branch, you may stand on any of the well



Waterfall, Crow's Nest.



On the Coomera River, near Oxenford.

grassed ridges, and look out for miles over rich open plains and lawn-like distances; magnificent stretches of country, like to the vale of the Worcestershire Avon. A sweep of ridge and valley down to the stream's dark border, and beyond further park-like land, rising slowly to the far off densely-timbered Macpherson Range. This is a rapidly growing dairying centre, and will, no doubt, become one of the foremost in Queensland. The timber industry here is also very great, several mills being at work upon the pine and beach from the near by ranges. Good shooting and some fishing is to be had in this district, while the region about and in the ranges is a treasure house, scarce touched, for artist and botanist. No house of accommodation is however at present available on this tramline—a requirement which will, no doubt, be forthcoming as the district grows.

Beenleigh, Southport and Tweed Heads

Continuing the Main Line from Bethania Junction, with but a three mile run, we are at Beenleigh, the centre of a large agricultural area, prettily situated near the Albert River. Crossing this stream, we see miles of sugar-cane flanking its banks and reaching away up the slopes of Mount Stapylton. At Ormeau, we cross the Pimpama River, and three miles further reach Pimpama Station, where, to the right, are fine arrowroot plantations, while at the mills the interesting processes of manufacture can be followed. To the east, extensive tracts of swamp, covered with wild fowl, stretch away to the base of the Wonga Wallen Ranges.

Tambourine Mountain, a long high plateau, 2,000 feet above sea level, famous equally for its rich soil, the grandeur of its scenery and for its wonderfully invigorating climate, rises up to the west of the railway line as you cross the Coomera River.



Falls, Tambourine.

The distance from Oxenford is twelve miles, and arrangements can be made with Mr. J. Siganto at that place for horses, or the proprietor of the accommodation house, Capo-de-Monte, at the summit, will, on receipt of a letter, meet visitors. There are splendid views, like to Welsh scenery obtainable, at the head of the Coomera River, while down the river there is excellent fishing and shooting to be obtained in the channels, lagoons and lakes near the mouth.

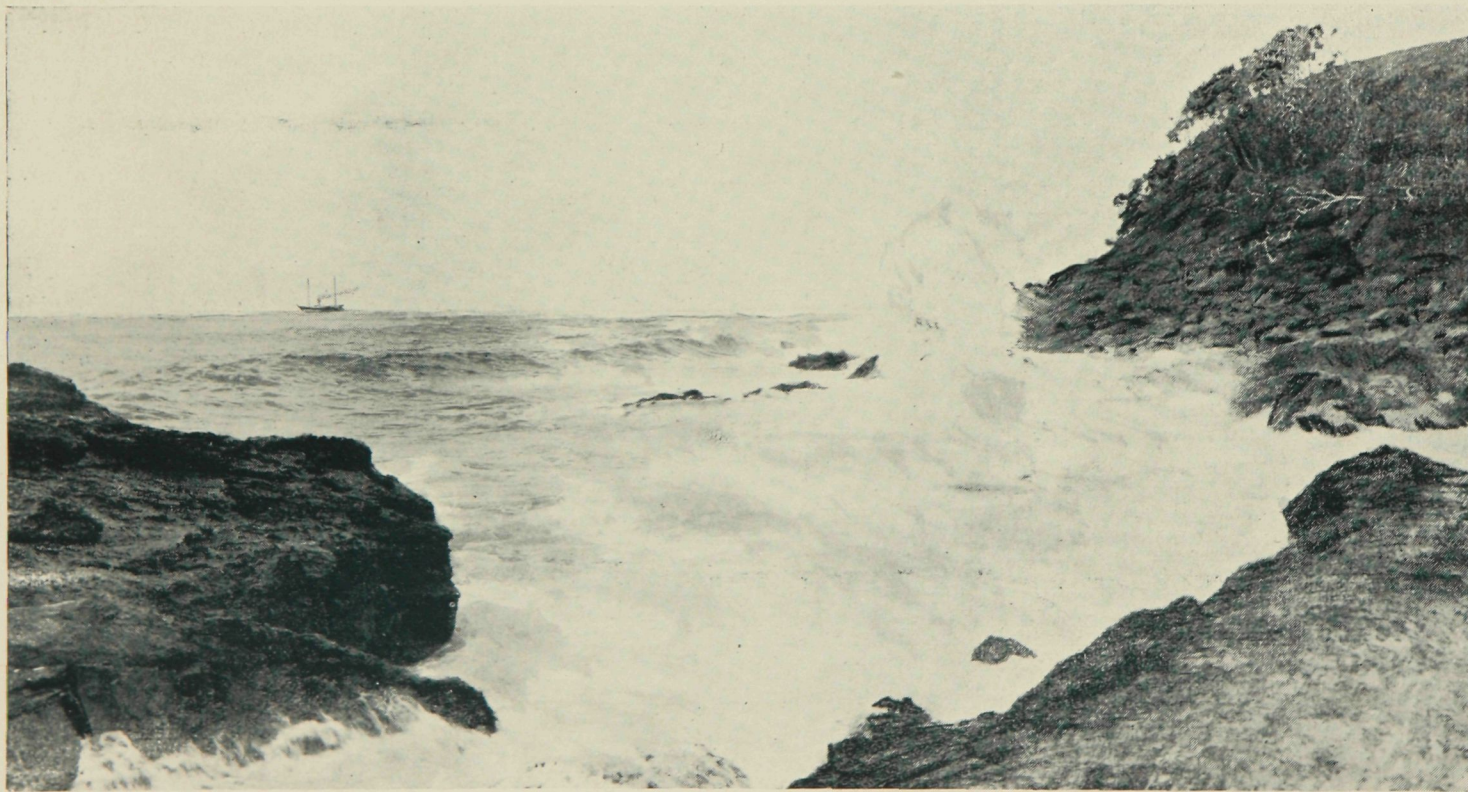
Southport lies three miles from Ernest Junction, opposite the southern part of Stradbroke Island, and is divided from it by a narrow strait from one and a-half to two miles in width. It is one of the most charming seaside resorts of the State, having splendid boating, bathing, and fishing facilities and every accommodation for visitors. The beach is one of the most famous on the coast, and is flanked by a splendid esplanade, which runs a distance of fully four miles, from the mouth of Nerang Creek south, to Labrador and Woodlands on the north, giving a lovely view of the ocean, strait, and island the whole way. Boating may be largely indulged in on the fine reaches of Nerang Creek which here enters the Pacific Ocean, and across the Bay to Stradbroke Island. The Main Ocean Beach, on the opposite side of Nerang Creek, furnishes a drive of ten miles or thereabouts by the side of the Pacific Ocean to Burleigh Head, a precipitous cliff, boulder strewn, rising abruptly from the Pacific, which is a trip full of interest and pleasure to the visitor. Oysters are specially plentiful at Southport, and the scrubs across Nerang Creek and on Stradbroke Island abound with curious shrubs and flowering plants. At Ernest Junction, the main line goes on to Nerang, two miles distant, and traversing bush country, crosses Nerang Creek into the township. In the adjacent ranges some of the finest views in Australia are obtainable. For majestic rugged grandeur, nothing could surpass the head of Nerang Creek by Mounts Merino and Cougal, where precipitous heights and deep gorges repeat themselves to endless extent. Past this progressing township, you enter a fine grazing country; the grassy hills give place to lightly timbered ridges, then to gigantic forest trees as we near Worongary. Passing Mudgeeraba, but a mile further, the country becomes very much rougher. The railway now traverses cuttings of great depth and frequency, and then passes through a spur of the range by a tunnel. As we approach Booningba, the ridgy country again gives place to gentle slopes, then to grassy or fern flats, crossing Tallebudgera and Corumbin Creeks, both fine water streams. Past here, 17 miles from Nerang, the landscape entirely changes—the forests and alternate fern patches disappear, and there is nothing to be seen but stretches of sand, sparsely grown with grass and low brigalow. This sand continues uninterruptedly for three miles, when, the line taking a sudden turn we are at Coolangatta, the Queensland terminus, and half a mile on reach the Tweed Heads Station, New South Wales, a distance of sixty-nine miles from Melbourne Street, and about nineteen miles from Southport.

Of this magnificent seaside resort, a contributor to "*Queensland Country Life*" thus writes:—"The Tweed! Coolangatta! What views of entrancing loveliness are recalled by these words. A sea of turquoise, green and blue—each shade dashed with white foam—such a blending of colour is there. Hills darkly green, beyond the golden sands, here broken into bays by the purple black rocks of Point Danger. Here, mingling with Nature's beauties, is seen man's ingenuity in the construction of enormous breakwaters and sea walls which give added charm to a landscape replete with glorious beauty. We set out one morning for a walk round Point Danger. The path, a narrow track of about ten inches, has been beaten out near the base of the hill just above the boulders over which the waves constantly dash. Looking out over Coolangatta Bay, we see the steamer "*Doorobbie*," lying at anchor, rolling in the rough seas due to a determined westerly gale. She awaits the signal from the Pilot Station on the top of the hill, which is given when the tide is sufficiently high to allow of passage across the Tweed River bar. On the sky line a rich purple, then a vivid blue, inshore a deep green, with never-ending foam! Point Danger somewhat resembles in shape a shamrock leaf, in that it is treble divided. Coolangatta Bay lies north of the Point,

while the water in the centre is called Shark Bay, and on the extreme south of the Point is the Tweed River mouth. We follow the narrow track, the misty spray rising continuously on our left hand, the green slopes of the Point sheer 500 feet, on our right, till having rounded the base of one hill, we reach a sweet little bay, whose golden beach and gently heaving waters are in striking contrast to Danger's mist circled rocks. Around this bay the sweet-scented bread fruit, or pandanus grows freely. Its fruit is ripe and falling, and the air is laden with its subtle perfume. Around the next headland, we meet the full force of the westerly gale, and are glad to get into the trolly cutting and so round by the breakwater at the river's mouth. We glance up the sea face of the point at the Pilot Station on top, but choose rather to reach it from the landward side. The climb is a very slippery and dirty one, for rain has been falling continuously the past week, and the clayey soil offers scant foothold. At length, by aid of the overhanging and tangled creepers we pull ourselves up, and are well repaid by the scene around us. Below, the breakers are roaring on the rocks, and the winds seem anxious to lift us off our feet, and cast us ignominiously downward. From the beach the sea appeared in ever-changing colors—here it is an ocean-wide mass of silvery sheen. Looking south, we have a clear view of some four miles of the beautiful Tweed River, a placid expanse of waters that come round the base of the hills at the west of the township and debouch into the sea between the walls of the great stone breakwater. No view could be fairer. We follow with our eyes a mail boat

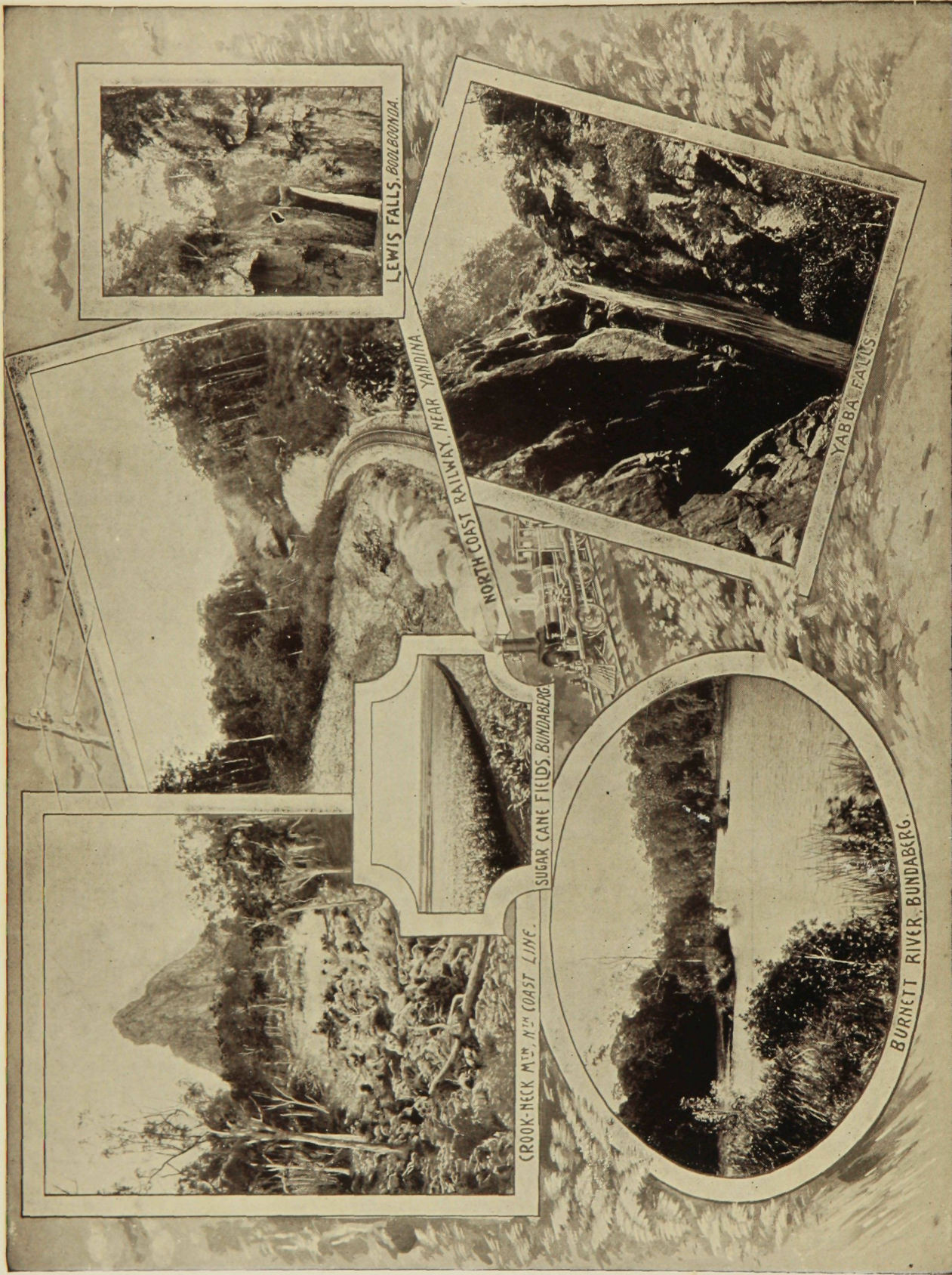
bound for Sydney, and see it pass Cook Islands, a cluster of olive tints in an azure sea, just south of the Tweed River mouth. The vessel fades from sight, but we still gaze out seaward, drinking in the marvellous freshness and beauty of the scene.

Tweed River township is situated at the mouth of the river, sixty-nine miles from Brisbane, on the border of Queensland and New South Wales. A feature of the place being the tick boundary fence, a double row of wire netting fencing, with a roadway between, which runs right up the sides of Point Danger. Thirty-five years ago there were but a few settlers at the Tweed district, now the population numbers several thousand. Dairying and sugar growing are the chief industries. Cane clothes the sides of the ridges of which the chief point is Observation Hill, one of the points of interest to visitors because of its outlook. An enjoyable trip may be taken up the river to Murwillumbah by steamer, the changing reaches of the river affording magnificent scenery throughout the trip. Some three hours' journey brings you to this busy township, where a railway line, commencing on the south bank of the river runs through the great Northern Scrub districts, famous for their productiveness in butter and pigs, and for the remarkable growth of farm produce which renders this possible. It runs through Byron Bay township, with its immense co-operative butter factory, through Bangalow and Lismore, and thence on to Casino and Grafton, a total journey of one hundred and forty-six miles through splendid scenery almost the whole way, a district progressing in as great a degree as any part of New South Wales.



Coolangatta, Tweed Heads, 69 miles from Brisbane

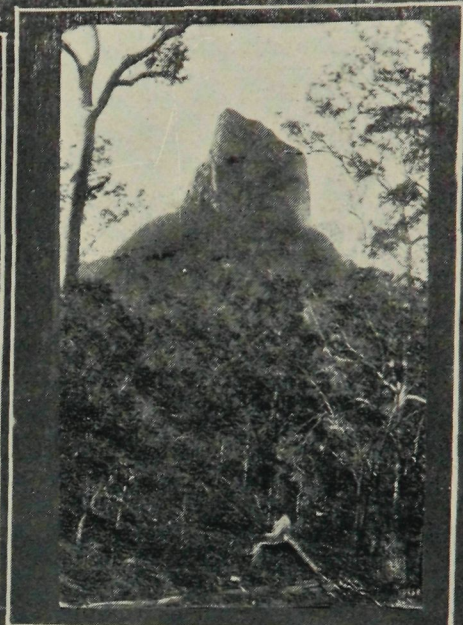
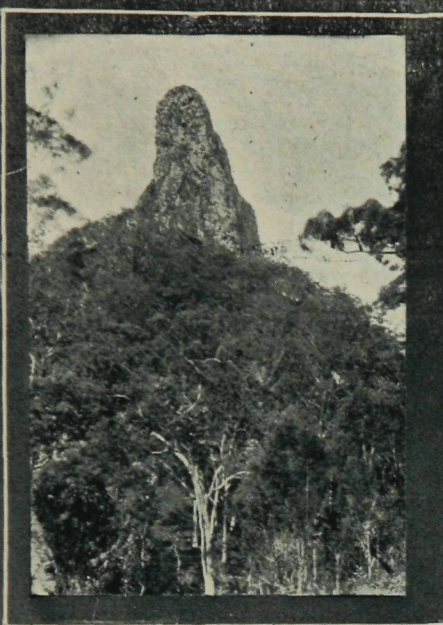
Photo. by C. E. S. Fryer



Views on the North Coast Railway Line.

North Coast Railway Lines.

Engraved by
TRAILL BROS.
Brisbane.



The North Coast Railway Line and Branches.

"To see a world from shadowy forests won,
In youthful beauty wedded to the sun;
To skirt our home with harvests widely sown.
And call the wondrous landscape all our own,
Our children's heritage, in prospect long:
These are the hopes, high-minded hopes and strong,
That beckon England's wanderers o'er the brine."

THE Main line going northward from Brisbane to Rockhampton is known as the North Coast Line, and is in length 397 miles. At Rockhampton, it is connected with the Central Railway Line, which goes out to Longreach, in central Queensland, a distance of 428 miles west, a journey altogether of 825 miles. In this distance a visitor will pass through every variety of scenery—from the wonderful tropical growth on the North Coast Line, the gold mines of Gympie, and the lovely sea views at Gladstone to the higher ranges on the Central Line, which divide the coast from the inland country, and the great rolling downs of the interior.

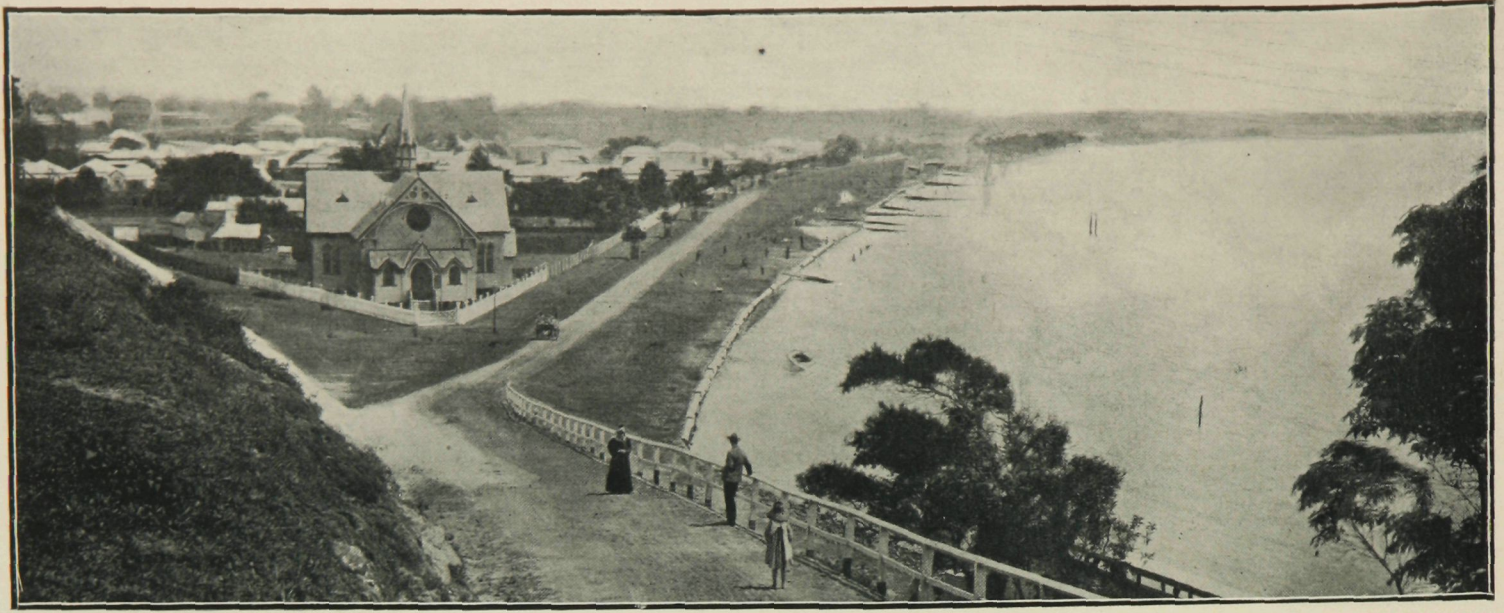
Within a distance of six miles of Brisbane, four short lines branch off to their several termini. Leaving the magnificent Central Station, we pass through a long tunnel, electric lighted, to Brunswick Street Station. Beyond here a line branches through Fortitude Valley, and goes to the Brisbane River at the Bulimba Reach. Here are several fine wharves, to be shortly added to by Messrs. Dalgety and Company's extensive wharves and warehouses now in course of erection at this point.

At Mayne Station, two miles from the city, on the Main Line, the Enoggera Branch, in length four miles goes northward through some pretty ridges, the sides of which are dotted with the residences of business men of Brisbane, while beyond the terminus, in the country about the Upper Kedron, there is some choice scenery.

The Main Line crossing Breakfast Creek, passes one of the largest saw mills in Queensland, the property of Messrs. Jas. Campbell and Co., Ltd., connected by a special siding into the work, always busy with the firm's enormous requirements. Beyond the pretty suburbs of Albion and Woolloowin, we come to Eagle Junction, four miles from the

city, whence a line emanates to Pinkenba, nine miles from Brisbane. As we pass along this line, Ascot Racecourse is seen on our right with magnificent grand-stands in the Saddling and Leger paddocks. A wealth of foliage surrounds the paddocks, and adjoining are numerous conveniences for stewards and others immediately interested. The visitors' wants are studied in every detail, making it one of the most attractive and picturesque racecourses in the States. Pinkenba is on the left bank of the Brisbane River, near its mouth, and is rapidly becoming a leading shipping centre, the Orient, Canadian and other deep sea liners making it their place of arrival and departure. With the deepening of the River, however, these vessels will, no doubt, berth at the city wharves. Here are situated the Eagle Farm works of the Queensland Meat Export and Agency Co., Ltd. The Works are amongst the most extensive and best equipped freezing and canning works in Australia, and being on a deep-water frontage the large steamers engaged in the frozen meat trade berth alongside the Company's wharf. The works are capable of treating over 70,000 head of cattle per annum.

After passing Nundah, first known as the old German settlement, the next station to Eagle Junction, and five miles from Brisbane, a line branches to the right from Northgate Junction, passing Nudgee, near which station is the Roman Catholic Orphanage and Christian Brothers' College, and strikes across Cabbage Tree Creek to Sandgate, Brisbane's most populous watering place. Sandgate was a favourite seaside resort for Brisbane and western residents years before the railway line was built; with its construction, however, the town rapidly progressed, and has now a residential population of upwards of 2,000, while thousands journey to the magnificent beach at holiday times. Being a journey of but 40 minutes from the city, numerous business men in Brisbane have erected residences there, journeying to and from the city daily. It is situated on the north-west side of Moreton Bay, thirteen miles from Brisbane, and commands a lovely view of the Bay, islands, and headlands for miles around. There are two railway stations at which passengers may alight—Sandgate Central, near the centre of the town, and some distance from the beach, and Sandgate terminus, adjacent to the jetty and beach. There is a daily railway service of sixteen trains each way, and nine trains each way on Sundays, while at holiday time extra trains are available. A distinctive feature of Sandgate is the two well-defined esplanades or roadways along the shores,



Sandgate, 13 miles from Brisbane

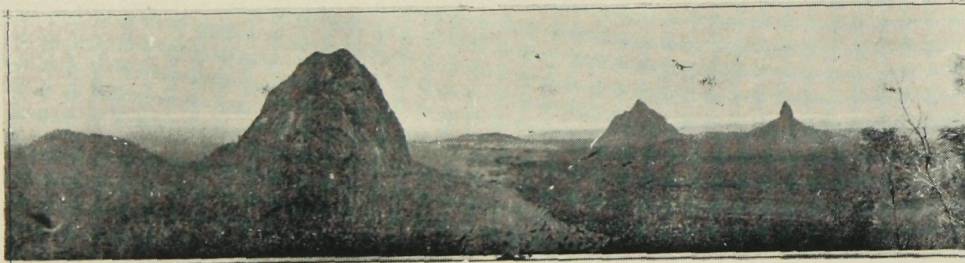
the Upper Esplanade on the high cliffs taking the direction of Shorncliffe, and reaching to the mouth of Cabbage Tree Creek, which forms the southern extremity of Sandgate; and the lower, known as Flinders Parade, running throughout the length of Brighton. This Esplanade is connected with the upper by a well-constructed roadway in the cliffs. The sandy beach extends the whole way from Cabbage Tree Creek on the south to the mouth of the Pine River on the north, a distance of about five miles. The tide recedes but a short distance near the jetty, but north of this it runs out fully a quarter of a mile. There is no undertow on the beach, the bathing in all weathers being very safe in this regard. In addition to the 'sea front, Hayes' Inlet and the Pine River offer splendid opportunities for rowing and fishing purposes.

From Northgate Junction the main line turns sharply northward; and passing the farms and settlements of Virginia, where are extensive brick works, the property of the Virginia Brick Co., Ltd., and Geebung, Zillmere is reached, where extensive ham and bacon curing works, the property of Messrs. Hutton and Co., are established. Beyond Bald Hills Station, the South and North Pine Rivers are crossed, each by a substantial bridge. Some twelve miles to the east are the splendid seaside resorts of Humpybong and Redcliffe on Moreton Bay, to and from which a coach runs daily from North Pine, every accommodation being to hand for visitors.

To the right of the line, after passing North Pine, occurs a stretch of undulating forest land, which rises higher as one progresses. The country to the west is broken by ridges and spurs from the D'Aguilar Range, which here runs

parallel with the railway line, but distant twelve to eighteen miles from it. Good shooting is obtained in this range, and in the adjacent rivers and creeks fishing is obtainable. Three miles beyond North Pine we arrive at the Explosives Magazine; thence over Burpengary Creek and the Caboolture River, to Caboolture, a prosperous township, owing its existence mainly to the timber and dairy farm produce from Woodford, Neurum Creek, Hopetoun, etc.

Nine miles from Caboolture, after passing over sandy country, we enter upon a country made famous by its extraordinary mammoth rocks, great mountains of trachite, which, rising almost perpendicularly, tower in might and majesty over the surrounding country: the Glass House Mountains, so named by Captain Cook a hundred years ago. No description could do justice to these mountains, their



The Glasshouse Mountains, North Coast Railway Line

peculiar lonely appearance and their great rugged sides need to be viewed to form any opinion respecting them. One great scarred mass of rock—Beerburum—920 feet high, stands fronting the railway line, while beyond, through the tree tops, as the line winds northward, can be seen this mount's lonely companions, the great peaks of Tibberawockum, Coonowrin, 1,160 feet, Beerwah, 1,760, and the many other peaks that rise abruptly between Caboolture and Cooran. Landsborough is reached, twenty-one miles from Caboolture, and about half way from Brisbane to Gympie. Time is allowed here for refreshments. It is a centre of much interest, being a starting point for the rich lands on the Blackall Range, which looms up some three miles away, and an important centre for timber, the great scrubs in the adjacent ranges furnishing large supplies of pine, beach, cedar, tallowwood, etc.



Landsborough Railway Station



Branch Line to Sawmills



Timber Bridge at Mooloolah



Waterfalls, Landsborough

VIEWS NEAR LANDSBOROUGH, 51 miles from Brisbane, North Coast Line.

From here is also reached Caloundra, a magnificent watering place on the Pacific Ocean, to which a coach goes each Tuesday and Saturday, after the arrival of the morning train. The journey, which is through very pretty bush country, takes two and a-half hours, and the lovely views to be obtained at Caloundra fully compensate for the journey. A long stretch of sandy beach ten miles in length, runs northward to Point Arkwright, at the south of the Maroochie River, broken here and there by some small tidal creek flowing into the ocean. To the south is the rocky shore whereon Caloundra Lighthouse stands. The intricate Pumice Stone Channel, island-dotted, divides Bribie Island from the mainland just beyond, having a stretch of beach running in a southerly direction along the foreshore of Bribie Island as far as the eye can reach. Looking in a westerly direction towards the Blackall Range, a very fine view of the Glass House Mountains is obtained. Yachting parties frequently sail up the channel, entering at Skirmish Point, opposite Redcliffe Bay. From Caloundra Head at night time may be seen the guiding lights on Bribie Island for ships passing in and out of Moreton Bay, while far southward on the horizon line, twinkle the lights on Camboyuro Point, Moreton Island. There is splendid fishing to be had off the rocks, and in the Pumice Stone Channel, whiting, jew, taylor, schnapper, bream and mullet. Oysters, although small, may be obtained in large quantities, and there are good bathing facilities at several points. There is but little shooting, though a few quail and ducks may be obtained inland. Buderim Mountains 15 miles, may also be reached from Landsborough, although Woombye is the nearest starting place. This is a high plateau of rich volcanic loam, overlooking the ocean, and was years ago a great sugar centre—two sugar mills being kept busy the whole season. Of late years bananas have been the chief product.

Beyond Landsborough the railway line passes into a better class of country. The heavy scrub which continues to beyond Eumundi shows at different intervals, although, here and there, heavy beds of Desert Sandstone are passed through—sister rock to that underlying the western downs of Queensland; but beyond Mooloolah and Eudlo this class of rock apparently thins out into the Devonian, which is overlaid by the rich volcanic scrub soils, so rapidly coming to the front as sugar and fruit lands. Woombye and Nambour are centres which may be taken as criterion of the whole of this country below the range; with Dulong and Mapleton on the summit of the Blackall Range.

"Here the fruitful field
Laughs with abundance; and the land once lean
Or fertile with its tangled growth,
Is rich with fruit and corn."

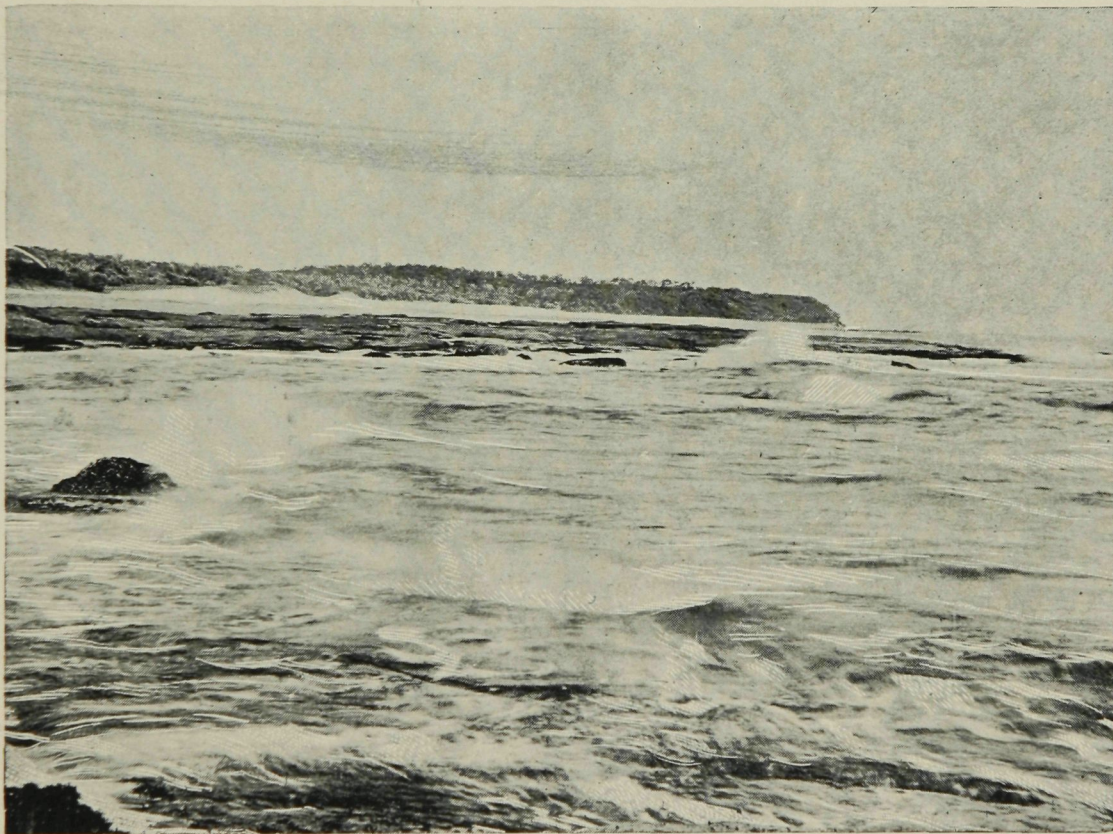
Woombye, sixty-two miles from the city, is upon a high ridge adjacent to the railway line, and is a progressing township, with stores, hotel, sawmill, blacksmiths, butchers, etc., and a

pretty Church of England of cemented brick, Wesleyan Church, school-house, etc. The town has a pretty appearance; all down the road the buildings are overshadowed and interspersed with trees, the scrub-covered margin of Paynter's Creek lies at the foot of the township, and miles beyond loom up the great Blackall Range, making a picture of interest and beauty.

Selections were first made in this district in the latter seventies, chiefly on account of the huge trees obtainable in the surrounding ridges and scrubs; but the chief bulk of the land was acquired in 1884-5-6. Progress in the district dates from 1890, when the extension of the Gympie Railway from Caboolture to Cooran (Martin's half-way house) was opened, and with this better means of conveying their produce and obtaining stores a general improvement commenced, and the long established orchards coming into bearing, permanent prosperity has undoubtedly become established in the district. It is essentially suitable for fruit growing, the rich volcanic soil along the ridges yielding large returns of citrus fruits, pineapples, bananas, tomatoes, strawberries, etc., while the alluvial flats adjacent to the creek give a high return of maize, sugar, etc.

Nambour, with its large sugar mill and fields of cane backed

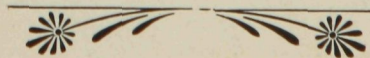
by dense scrub, is reached, sixty-five miles from Brisbane. This is a growing township due partly to the great areas under sugar cane and fruit growing in the vicinity. It is also a centre from which the Blackall Range is reached. Beyond here a few miles we cross the Maroochie River by an iron bridge to Yandina, whose magnificent surroundings deservedly call for a visit. The gullies are clothed with immense pine and fig trees, whose trunks entwined with parasitical creepers make impenetrable the dense scrub. From the slopes of the ridges are seen numerous streamlets trickling to the gullies around while climbing still



At Caloundra, near Landsborough, N.C. Line

higher, there breaks upon one a view of scrub and forest, farm-dotted, with here and there the silver streaks of the Mooloolah and Maroochie Rivers and other streams, and away beyond, in the glare of sunlight, the long stretch of the beach-bordered ocean.

From Yandina to Eumundi, and for miles beyond, the line passes belts of enormous scrub, slowly giving way to the settler's axe. Immense embankments and cuttings carry the line through a spur of the Blackall Range to Cooroy, eighty-one miles from Brisbane. From Cooroy a coach goes to Tewantin, twelve miles east, Noosa Heads, and to the beautiful Cootharaba Lakes.



Tewantin, Cootharaba Lakes, and Noosa Heads.

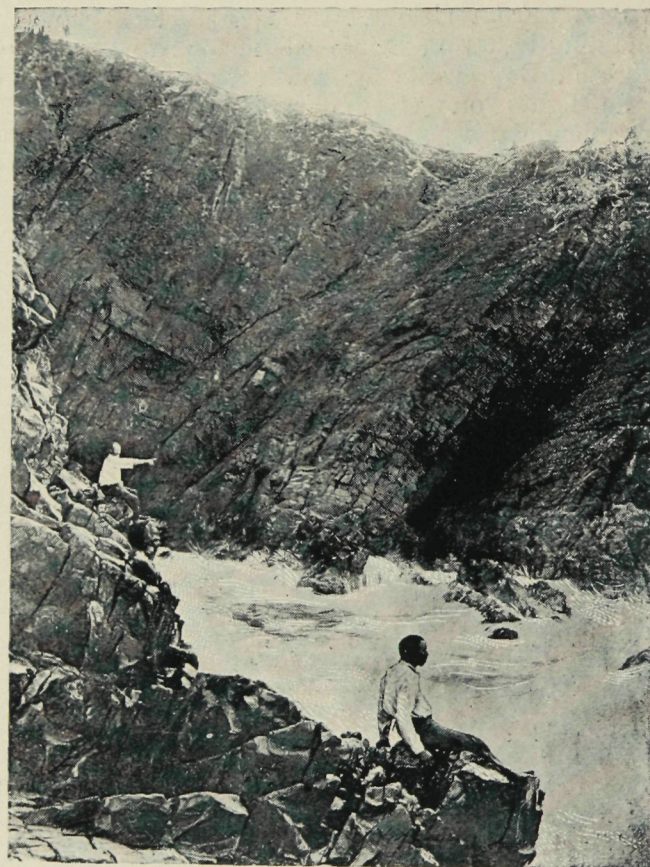
"Gems of the Northland, never yet
Were lakes in lovelier valleys set,
Glassing the granite and the pines."

THE beauties of these seaside resorts are little known by the residents south, chiefly owing to the length of journey necessary to reach them. For sport, however, and beautiful scenery they can scarce be equalled. Lake and river and ocean present to the eye harmonies of beauty whichever way one turns. Weeks can be well spent at any portion of the year in this charming locality without exhausting its beauties, while boating, bathing, and shooting are additional inducements to a prolonged holiday. The road from Cooroy traverses lovely scenery the whole way. For miles the trees overhang the track, wattle, pine, and gum vieing with each other in their lovely colouring to make an avenue of beauty. Bridges at varying intervals cross numerous creeks, the water coming from the depths of the great forest, and trickling down beneath bowers of trees and ferns, adding additional charm to the route. The road is not very easy travelling, however, for sometimes a stretch of sandy track will give place to one of corduroy, followed by a good reproduction of the rocky road to Dublin, so that one welcomes the rise which the coach makes before drawing up at the township of Tewantin. Tewantin is built in a lovely position overlooking the Noosa River, and two and a-half miles from the mouth. In the evening the sun sets away at the back of the great escarpment of Mount Tinbeerwah, to the west, while the surf beating on the distant shore of Laguna Bay lulls one to sleep. The morning sun rises over the low mangroves on the far side of the wide Noosa River, which winds along almost at one's feet, taking a turn near by, eastward, so that a view of its course is seen for fully two miles, from the island up the stream, where a bend hides the course of the river to the sea. A School of Arts and Library is open for the use of visitors on payment of 1s. per month. In the shadow of an ancient giant fig tree is the Telephone Office. From here, telephone communication is held with Gympie, where messages are sent on by telegraph, or *vice versa*. Every accommodation is obtainable at the hotels and boarding houses.

The famous lakes debouch at varying distances from the Noosa River, and are great sheets of tidal water of shallow depth except in the channels, surrounded by scrub and forest, while from each afar off can be seen the various mountains rising up in the adjacent country, Tinbeerwah, Cooroora, Pinbarren, etc. The lakes are the haunts of numerous fish and wild fowl, swan, duck, pelican, pigeon, coot, and snipe, and excellent sport can always be obtained with rod and gun. All these lakes except Lake Weyba, which is nearer the mouth of the Noosa River, are north of the township, on the river, which runs parallel with and but a short distance from the coast. Lake Cooroibah opens out about a mile away, and is some three miles long by two miles wide. Lake Cootharabah is a considerable distance on, being almost thirteen miles from Tewantin, and is an enormous sheet of water about nine miles long by six miles wide. Beyond here again are several small lakes, all of which are of interest and worthy of a visit. It is well, however, for those subject to "mal-de-mer" to know that occasionally the lakes are somewhat rough, and an experience of this kind will spoil an otherwise charming trip.

Noosa, or the Heads, as it is generally termed, is at the mouth of the Noosa River, four miles by row boat from Tewantin, on the south side of Laguna Bay, an open roadstead, with magnificent beach stretching away northwards towards Double Island Point, Maryborough. On the south side of the bay the land goes almost due west until it reaches the great rocky promontory, Noosa Head. Here is the enormous scarp in the cliffs known as Hell's Gates. This great gateway, with its huge rocky escarpment, is suddenly encountered as one wends his way up the grassy hillside. A couple of hundred feet below, the waves dash up the canyon, breaking into high sheets of spray on to the hundred black, slimy rocks that rise up in the narrow

channel, and leaving its foam in the numerous crevices that pierce the cliff's side. A spur of disjointed rocks on the southern side leads you to the sea edge, where the whole of the black gorge may be viewed. On the northern and western sides rises the straight face of the cliff, the rocks a stratified, metamorphic granite, black and forbidding. At the far end may be seen two large caves into which at high tide the waves dash with a wild roar, receding as a mass of spray, beaten back by the iron-like cliff against which it impotently beats. High overhead the grasses wave their plumes, and the bright yellow flower of the buttercup grows on, heedless of the tumult incessantly roaring below. Away to the south stretches the lovely beach of Alexandria Bay, and beyond here to Point Arkwright and the mouth of the Maroochie River occurs that long sandy seaboard known as Coolum Beach.



Hell's Gates, Noosa, 12 miles from Cooroy, N.C. Line

From the mouth of the river right round to Hell's Gates and Alexandria Bay, the coastal scenery is superb. Going around the hill side, or along the shore, the whole way is but a succession of shingle or sandy beach, on which the waters gently break. These beaches are hemmed in by great rocky headlands—sea fronts for the waves and surf to beat against. Here and there some great and curious handiwork of nature is met with, as at the "Blowhole," where the water spumes up in a stony cauldron many feet above the surrounding rocks; and again where the cliff face has been left rising sheer up 100ft. from the water, which curls and roams about the slabs of rock, and debris from the cliff above. The bathing at Noosa beach is all one could wish for being safe in every way, with no undertow from the receding waves. Good fishing may be had at all points, rock cod, whiting, mullet, taylor, trevally, jew, and black bream being the kinds chiefly caught. These are also plentiful right up the river, with the additional sport of huge gropers near the entrance of the first lake. At the Heads schnapper are plentiful; large hauls being made.

From Cooroy, the main line continues past ridge and forest to where the giant rock at Cooran rises skyward. Beyond here, past forest-clothed ridges and charming gullies we speed, until a curve in the line brings into view the famous goldfield of Gympie, with its multitude of poppet-heads, which you see from the railway line, denoting the positions of the shafts sunk to the rich auriferous rocks beneath, whence several million pounds'



Lake Cootharaba, Tewantin

worth of gold have been produced. Such name as the Great Eastern, Phoenix, Harkins, Smithfield, Wilmot, New Zealand, Lady Mary, and others of equally productive reefs, are full of memories to mining men.

A view from near the Gympie Railway Station, at high elevation, is full of interest to the visitor. Facing the west, he looks out upon a scene of beauty; below winds the sinuous Nash's Gully—dry for the most part—where Nash first found gold, over thirty-eight years ago, marked with a multitude of depressions, witnesses to the thorough manner in which the place was searched for the alluvial gold. To the rear of the gas works, on the right, can be seen, stretching away to the high ridge beyond, great stacks of useless stone, thousands of tons, brought up from the shafts while mining for the old Louisa, Lucknow, Lady Mary and other reefs—surmounted by the gaunt relics of poppet or whim. The huts of grass or bark that the aboriginals built for the first miners, receiving a shilling each therefor, or perhaps more often a pannikin of rum; the slab hut and the temporary structures serving for home, store, or bank, built of these primitive materials, are seen no more, but in their place have arisen buildings of structural beauty

and permanence, equal to any in the State; while the old-time horse-whim and shallow workings of fifty feet are replaced by the great shafts, 2,000 feet deep, with powerful hauling engines and cables. Beyond the town lies Mary Street, the business thoroughfare of the town, whose stores, hotels and splendid banking premises stand out in relief from among the smaller buildings; Calton Hill is to the left, studded with residences embowered in foliage; while to the right, from the summit of Mary Street, the Horseshoe Bend sweeps in a wide circle along the high ridge, with gems of houses peeping between the trees. In the distance lie the dark, scrub-covered Chatsworth Hills; while beyond, to the west, sombre with their wealth of pine trees, stand boldly out along the horizon the distant Glastonbury Mountains. Gympie has a population of above 8,000 scattered over the picturesque hills, which make this town one of the healthiest in the State. Fine business premises, hotels and banks are erected in Mary Street, the business nucleus; while at different parts of the field, good hotel accommodation is obtainable in proximity to the principal mines. The shafts of some of these mines go down to a depth of 2,000 feet, and the underground workings are miles in extent. Indeed a visit over one of these mines is a revelation. No difficulty will be found in obtaining permission to visit the underground workings, and a visitor will receive every attention from the invariably courteous manager. The different lodges and societies are well represented here, and strongly supported. The School of Arts and Mines and the Hospital are a credit to the town.

The line, on leaving Gympie, winds in and out along ridges thickly clothed with ironbark, gum and wattle, past small roadside stations as Tamaree, where much lime is burnt from the limestone hills that abound here, past Gunalda, a farming centre, to Kilkivan Junction.

Kilkivan Branch Line.

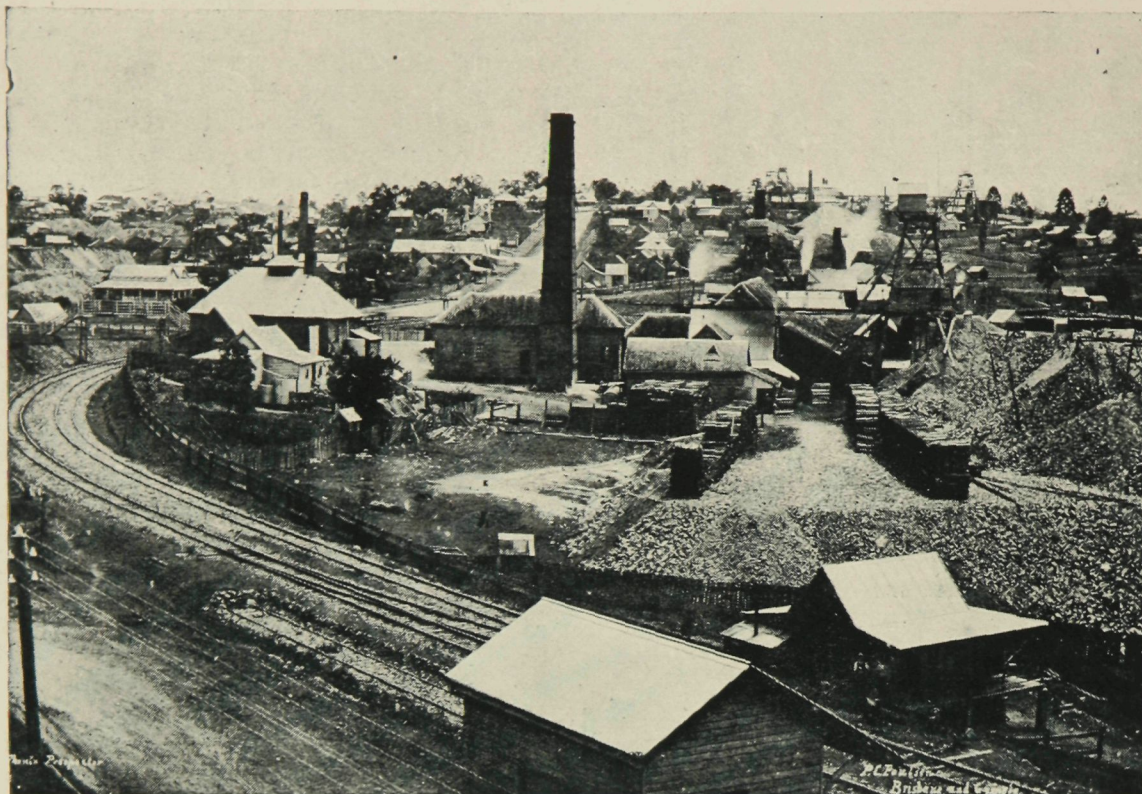
"Wide green valleys ridged with heathery slopes
And streams, whose soft blue arms encircle all."

FROM here, a branch line runs westward a distance of eighty-one miles, traversing as great a variety of scenery and soil as any line in Queensland.

A few miles from the Junction you cross by an iron bridge at Dickabram, the Mary River, and winding through cuttings and by ridges you enter a country where beautiful brooklets steal 'neath sentinel trees and low hanging ferns; its shaded



Maroochie River, near Yandina, 69 miles from Brisbane



GYMPIE—Shafts on the Phoenix Line of Reef

valleys a welcome and cool retreat to the cattle at mid-day. From Sexton, nine miles, to Woolooga, sixteen miles, splendid country is on either hand, with a great pine range rising up to the right. At the base runs Wide Bay Creek, which is crossed by a splendid iron bridge, just below where on a knoll is built Woolooga Station house, overlooking one of the most charming views possible to imagine. As you travel on, to the south are the forest covered spurs of the Devil's Mountain, overlooking the intervening miles of undulating land, formed of the granite and basaltic detritus from the surrounding ridges, broad acres, where a thousand head of sleek-sided cattle are almost hidden in the grasses, which, from valley to ridge, clothe the country side. Southward of the line is a long stretch of ridges, richly grassed to their summits beneath the thousand white trunks of ring barked trees, while hill land and pine mountain, with their varied rich colouring rise up to the north. Here and there, a darker linemark where some stream or creek comes from the distant ridge by dell or woodland to the greater Wide Bay Creek, which flows onward to the Mary River.

Kilkivan, the centre of a district rich in minerals, gold, copper, cinnabar, chrome ore, bismuth, silver, lead, etc., and noted for its splendid grazing areas, is some twenty-six miles from the Junction, and 154 miles from Brisbane. It is a quiet township, consisting of the customary stores, hotels, blacksmiths, school, etc. Copper mining is receiving much attention in the vicinity, the famous Mt. Clara and Mt. Coora copper mines being a few miles distant in the ranges. The climate here is particularly healthy, and the surrounding country offers a charming diversity of scene and sport to the visitor. Beyond here, the line traverses a rich timbered country with large tracts of first-class grazing and agricultural land. Great train loads of timber are passed going to the Maryborough and Brisbane mills, while here and there the numerous clearings and settlements of dairymen and farmers are passed. From Cinnabar Station, 167ft. above sea level, a steady rise is maintained, 1,529ft. being reached at Tingoora. In the next 12 miles, occurs a drop of 112ft. to the terminus at Kingaroy, a progressive township, and the centre for much produce from the Nanango district and the valleys of the Barambah Creek. From Kilkivan to the terminus, especially on the range, which is crossed, some splendid views are obtainable, while shooting and fishing may also be had in the surrounding country. Considering the newness of the district, the accommodation at the various hotels is excellent.

The Main Line

The main line from Kilkivan Junction passes Kanyan Scrub, Gundiah township, the centre of much dairying and sawmills, Bauple with its sugar fields and mill, where good shooting is obtainable, and where large lodes of graphite exist, to Tiaro, the centre of the farming and dairying industry on the Mary River. At Antigua the line crosses the Mary River by a splendid iron bridge.

The Gayndah Line

At Mungar Junction, the Gayndah line branches westward, and a visitor taking what is facetiously termed the Gayndah Express (twelve miles per hour) enters the tall bush which for the first thirty miles of this journey covers hill and dale. But little settlement is visible along this part of the journey. The wayside stations are heaped with log timber, the product of the timber-getter's toil. The air is fragrant with wattle-bloom, and giant trees bar the view and fence the curving rails. Crossing the divide between the Mary and Burnett Rivers, the long vistas of the park-like lands of Degilbo are a welcome change to the eye wearied of the dense forest. Now homesteads, cultivated land, and herds of dairy stock meet the view at every turn, forming a striking contrast to the sterner aspect of nature, as shown by the rugged profile of "Walsh's Bluff" (3,000 ft.), a huge escarpment towering above the scene. The settlement on Degilbo is recent, and yet it supports two growing townships—Biggenden at forty-two miles, and Degilbo at forty-six miles from the Junction. Both of these cities in embryo have their Agricultural and Pastoral Associations, their show grounds and exhibition buildings, and between them there is a healthy rivalry for precedence. Biggenden is now slightly ahead, having in its neighbourhood the Government State farm, a centre worth visiting, and also possesses the material, stacked and sunburnt, for the future building

of a Court House. Both are flourishing commercial centres, supported by the population of a closely settled area of twenty miles radius. The Biggenden bismuth and the Mt. Shamrock gold mines are situated on Degilbo, and have been an important factor in inducing the present prosperity of its people. In January last the railway was opened to Wetheron at 79 miles, and most of the available land along the twenty-two miles of new railway has been selected and settled. About 36,000 acres of the Wetheron Lands are yet held under pastoral lease, which tenure will expire in 1908, and this area will afford a new field of excellent country for settlement. At Wetheron—for the present—the rails end, and the traveller must proceed by coach twelve miles to Gayndah, but the additional twelve miles of railway is now under construction, and some time during 1906 the connection will be complete, and the Gayndahites, whose eyes have grown weary looking for this extension since 1884, will be gladdened; though the Bunyip, which has its home in the deep silent reaches of the Burnett, will probably be seriously disturbed by the cheerful whistle of the shining herald which comes with prosperity and many waggons in its train.

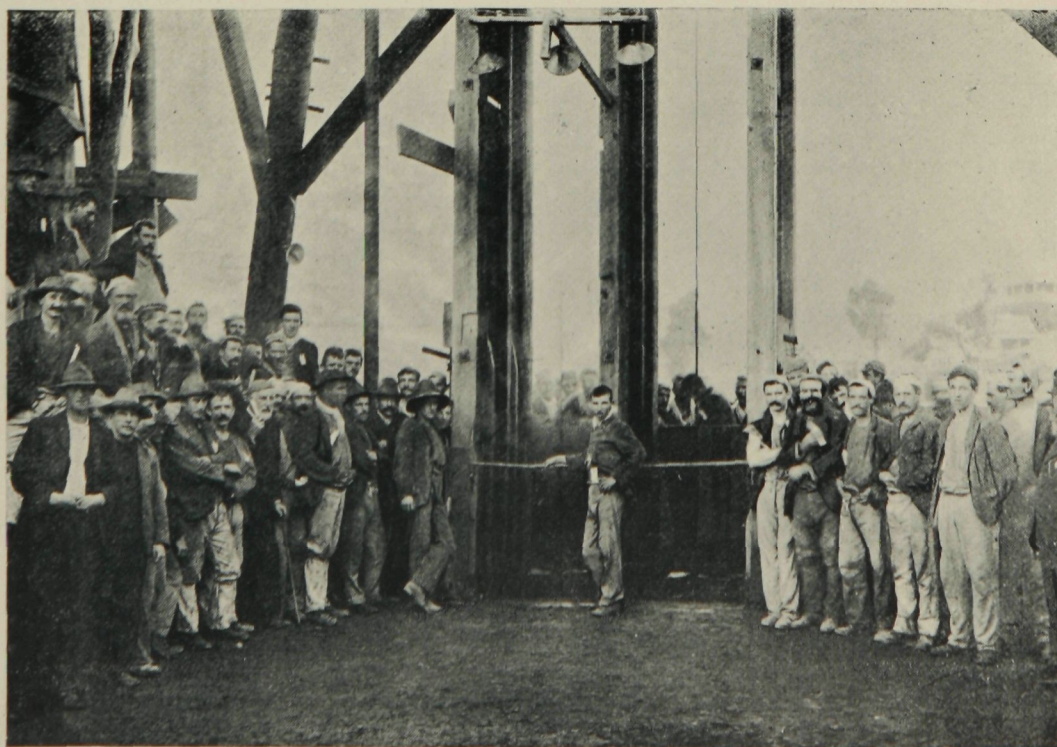
Leaving Wetheron, the route of the railway now under construction crosses the Burnett River over a broad sheet of lava which here forms the river bed, and beneath the shadow of Mt. Lawless enters on to the Ideraway lands, recently repurchased by the Government from the pastoral lessee, and now being opened to groups of farmers from the Southern States and to general selection. The route of the railway lies wholly through Ideraway until the municipal boundary is reached, here is situated the site of the future Gayndah Station, on the north bank of the Burnett River, opposite to the town of Gayndah, which is located on the south bank. A traffic bridge across the river will be a very necessary and fitting part of the scheme. As Gayndah in the past was the commercial centre of a wide-spreading pastoral industry, so in the future, as the wide stretches of land heretofore sacred to the beasts of the field are occupied by settlers, it will become the centre of great agricultural and dairying activities. The stockman and his wife are to be retired, and the plough and the cream separator are to be the emblems of the new era. Large areas of land around Gayndah are being prepared for settlement, viz.:—Ideraway, 35,000 acres; Binjour Plateau, 11,000 acres; Woodmillar Scrub, 18,000 acres; Mt. Debateable, 33,000 acres, etc. As these and other lands are settled, the railway, no doubt, will be extended, following

the valley of the Burnett towards the setting sun, bringing ever increasing areas of good land into occupation and touch with the world's markets. The climate of the Gayndah country is delightful; the rainfall is good, averaging 35 inches per annum, and its fertile valleys, bright streams, swelling uplands and mountain ranges afford the traveller an everchanging panorama that is charming in its natural beauty and in its variety, and the most critical will ask no other surety than its appearance to guarantee the success and prosperity of its future fortunate inhabitants.

Again joining the Main Northern Line and leaving Mungar Junction, we cross Graham's Creek, pass Yengarie, with its large sugar factory, Oakhurst and Croydon Junction, and arrive at Maryborough.

Maryborough, 167 miles from Brisbane

This, the capital of the rich pastoral, agricultural, metalliferous and timber region, known as the Wide Bay and Burnett, is situated on the left bank of the Mary River, twenty-five miles from its confluence with the Great Sandy Strait. It is a municipal town with a population of about 13,000. The principal street is Kent Street, which contains some excellent buildings, including the Boys' and Girls' Grammar Schools, School of Arts, Banks, etc. Adelaide Street, at right angles comes next in importance. Bazaar Street, also at right angles to Kent Street, contains the Post and Telegraph Office and A.M.P. Offices, and large business premises. It is also a route to the excellent Public Gardens, which, laid out on the bend of the Mary River, is a show place of Southern Queensland. Churches and Schools are well supported, the Church of England near the railway station being noted for its splendid tower and peal of bells. The well-known engineering works of Walkers, Ltd., are at the end of Kent Street. These works altogether cover an area of about twelve acres, connected by tram lines, and having also a special branch line connected with the main North Coast Railway. The principal engineering works are in Bowen Street, together with the offices, draughting rooms, etc., and cover an area of five acres, nearly all of which is roofed in; the shipbuilding yards, wharves and stores are situated adjacent to the above, on the bank of the Mary River, covering an area of over six acres. When busy, upwards of five hundred men are employed at the works, and the business of the company covers every known essential in iron, brass and steel work. Other large concerns, including the recently established "Dominion Flour Mills," are in close



Miners Descending Shaft No. 2 South Great Eastern, Gympie



Woolooga, Kilkivan Branch Line

proximity. Maryborough is noted for its saw milling trade, and the large works devoted to the business are well worth inspection, upwards of 8,000,000 feet of timber being treated annually. The orange orchards in the neighbourhood, especially on Tinana Creek (where are also the Waterworks), are well worth a visit, the fruit being of exceptional size and quality. The Fire Brigade and Post Office towers in the centre of the town give splendid views of the surrounding country. The town is well drained and exceedingly healthy; the river teems with fish, while at its mouth are extensive oyster beds.

Continuing by the main line, and again passing Croydon Junction, we reach Aldershot, and see upon our left the large metallurgical works of the Queensland Smelting Company, Ltd. Three miles beyond these works, at Colton Junction, a line branches to Pialba.

✻ ✻ Pialba. ✻ ✻

This beautiful marine resort lies on Hervey's Bay, distant about twenty-five miles from Maryborough, at the terminus of the Pialba branch railway line, and was constructed at a cost of £44,027. To Nienbah the country is comparatively level and uninteresting; beyond here, however, portions of the rich Pialba scrub lands are passed through, and at varying intervals one looks out over wide fields of sugarcane or maize, which stretch away for miles on either side. The Pialba railway station is in close proximity to the beach, which extends from Urangan Point on the south to Point Vernon on the north. Beyond here one can continue north several miles to the mouth of the Burrum River. Residences have been erected at intervals on the low ridge which rises up from the esplanade along almost the whole seven miles of sea front. This sea front, in addition to Pialba, includes Urangan Point, Torquay, Scarborough, and Point Vernon. Coaches run twice daily to and from Torquay and Scarborough, and to Urangan Point, and also at short intervals to Point Vernon. The hotels are all adjacent to these, and are well-kept and extremely moderate in their charges. The bathing is excellent, either along the sandy beach, stretching beyond Pialba to Urangan Point, or among the rocks which jut into the sea north of Pialba. Good fishing may also be had at any point, but there is an absence of boating facilities. There is some excellent shooting in the scrub a short distance from the beach, ducks, wonga pigeons, etc., being at times plentiful. In addition to the many attractions of the seaside, the rich farms and orchards, which lie between Pialba and Mary-

borough are well worth a visit, the level, well-kept roads offering excellent inducements for short tours.

The Main Line

Continuing again by the main line, the trucks after trucks of coal that are passed proclaim us to have entered the rich Burrum coal beds. Torbanlea, Burrum and Howard are the coal centres, and these, with the Ipswich, Gowrie and Peak Downs mines, provide annually the thousands of tons mined in the State. To the uninitiated a visit to the great workings below will prove of interest, and can be arranged for with any of the colliery owners.

The Isis Branch

Some ten miles from Burrum, at Isis Junction, a line branches off in a westerly direction through forest country into the famous Isis Scrub lands, past Childers to Cordalba, nineteen miles north west. Tracts of magnificent red and chocolate loam extend on each side, miles in extent, which have proved capable of yielding immense crops of sugarcane. The famous scrub has been cleared for miles around, and, where the giant forest stood, are several sugar mills, miles of cane, and homesteads dot the vales and hills. No one who has not spent a day among the rich farm lands of the Isis can say he has seen Queensland.

Bundaberg

A run of twenty-six miles through open forest country brings us to one of the most charming towns in Queensland, Bundaberg, which lies north of Brisbane, by rail 221 miles, on the south bank of the Burnett River, some ten miles from its mouth, and is noted for being the centre of one of the most fertile districts of the State. The chief product is sugar cane, of which enormous quantities are grown annually—the district with its sister sugar centre, the Isis, producing a great proportion of the sugar manufactured in Queensland. The town was surveyed in a manner highly creditable to those responsible, the main thoroughfare, Bourbon Street, being two chains wide, running east and west, while the streets running at right angles are one and a half chains wide, and, parallel to the river, a road runs for fully two miles. For a considerable distance along the centre of the main street trees have been planted, adding much to the beauty of the thoroughfare, while along the river bank further efforts in this direction to beautify the town are being made. There are numerous fine buildings, notably,



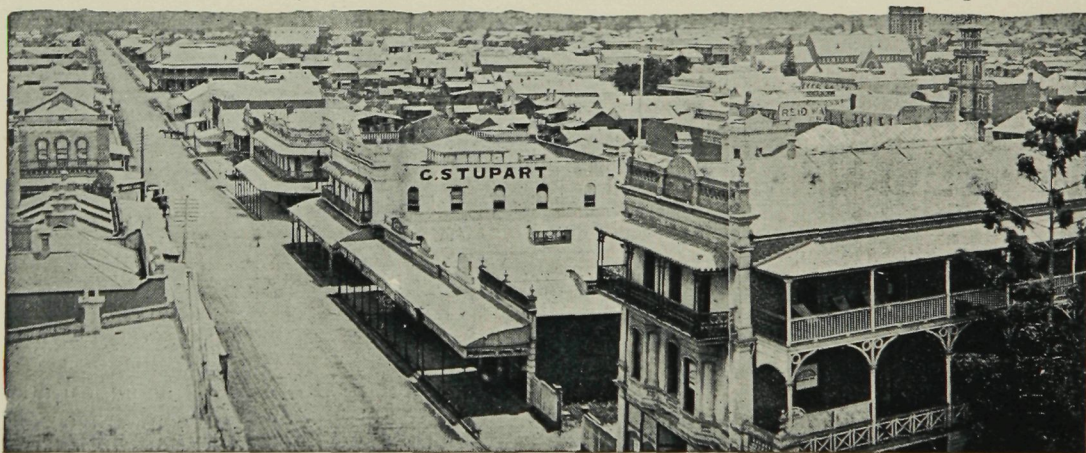
A View on the Upper Burnett River.

the Post and Telegraph Office, Court House, School of Arts, Hospital, and two splendid bridges cross the Burnett close to the town, one being used for the North Coast Railway line, and the other, a short distance lower down the stream, for general traffic. There are four large State schools in the municipality and very excellent churches. The hotel accommodation stands very high among travellers, while the surrounding country is, undoubtedly, one of the most charming in Queensland.

The lands round about Bundaberg are admirably adapted to the growth of sugarcane, and since the tillers of the soil entered more extensively into the industry the influence due to the raising of a commodity of such high commercial value has caused the town to progress during the past two decades in a manner little short of remarkable. Four centres, all of which are worthy of a visit, lie adjacent to Bundaberg, and may be termed the chief cane-producing areas:—viz.—The Woongarra, to the east of the town, a rectangular stretch of country bounded on the north by the river, and on the east by the sea coast. The Gooburru on the north side of the river, also bounded by the coast. The Gin Gin, Bingera, and Currajong Creek, on the Bundaberg-Mount Perry railway line; the Kolan River district, a continuation of the Gooburru, and the Isis, about thirty miles south-west of Bundaberg, already described. There are other small cane-growing areas, but the above are the chief.

The Woongarra is the part most famed in the district. Here is a great tract of rich volcanic soil, some fifteen miles square, commencing just beyond the Bundaberg town boundary on the east and running right out to the sea coast, some twelve miles distant. Its northern boundary is the Burnett River, and its southern one the Elliott River. Slightly undulating over almost the whole area it is an ideal locality for farming purposes, and from the Hummock, a volcanic hill rising up in almost the centre

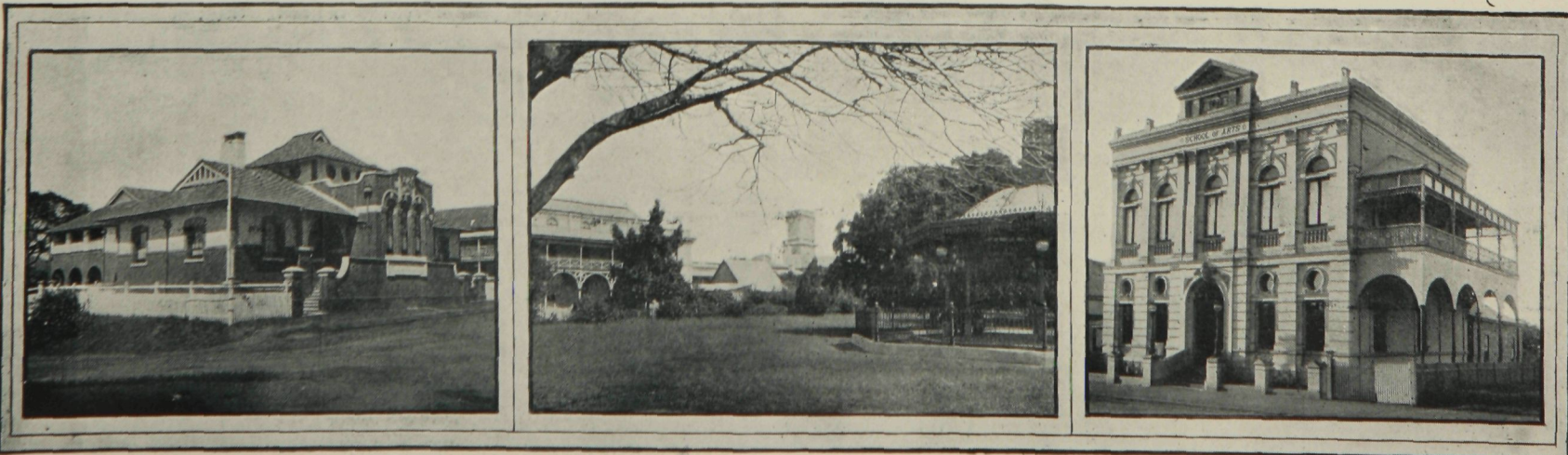
and wallabies, and the numerous birds and reptiles which make their home in kindred places. But with the advance of the settler into this domain of tangled growth, the erstwhile jungle has been transformed into great fields of waving cane, and where nature grew undisturbed, large sugar mills have been erected at enormous cost. Some four miles out we begin to ascend the cane clad slopes of the Hummock, down whose sides in past ages the mighty flow of molten basalt rolled, dealing death and destruction to every luckless thing that came near to its track, but leaving in its route that rich deposit which brought fame



Maryborough

and profit in these present days. One time tree covered, the now almost shorn Hummock raises its head over as lovely a stretch of country as visitor could wish to see. Almost to the limit of vision, from the ocean to the east, past the smoke of Millaquin to the misty forest lands to the westward, and away to the northward lie vast fields of sugarcane; the bright green intensified by the rich deep chocolate loam.

A place of great resort for Bundaberg residents is Burnett



Custom House

In the Gardens

School of Arts

VIEWS AT MARYBOROUGH



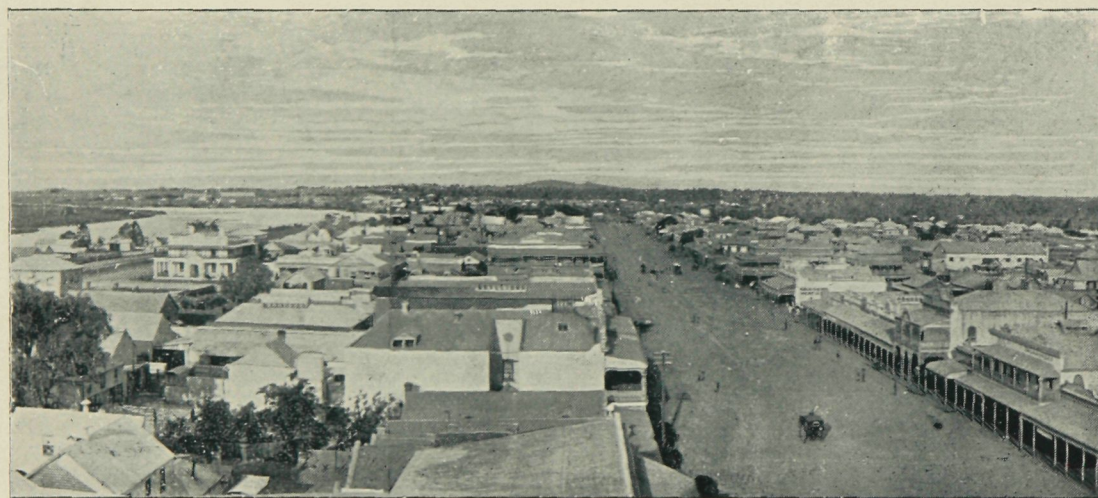
Pialba Beach, 25 miles from Maryborough

Heads, which is approached by a drive through the cane fields on a splendid macadamised road, which is almost level the whole way. A lighthouse is established here, on the extreme point of South Head, with a fixed dioptric light of the fifth order, visible for a distance of ten or eleven miles. A hotel and several residences have been erected facing the beach for the use of

sugar lands of Currajong Creek, the land is held either under cane cultivation or used for dairying. From Moolboolaman and on to Mt. Perry, is some splendid scenery adjacent to the route; the line travelling on by ridge and spur by Mt. Manning, Mt. Harper, and numerous spurs of the Burnett Range, past that magnificent elevation known as Degilbo Rock, around precipitous ridges and on to Drummer's Creek, whence a lovely view is obtained of the ranges and valleys away to the west. Mt. Perry township, three miles from here, can be seen at the base of the towering mountain 2,000ft. in elevation, with Reid's Creek winding its way from the ridges to the valley beyond. The famous Mt. Perry copper mines and works lie on the right hand side of the railway line, and make a visit to this terminus of much interest. The township is pleasantly situated, and offers every accommodation. Primarily, this is a great mining centre, copper, gold and other minerals having been unearthed in many parts of the surrounding district. It is also a good grazing district, and especially further westward is the home of a large number of graziers. Fifty-five miles away lies Eidsvold, a one time prominent gold mining field, two and a-half miles from the Burnett River.

The Main Line

The main line continues past North Bundaberg, through open forest country almost the whole way. Meadowvale, Avondale, and other roadside stations where much cane is grown, are passed, then across the Kolan River by a substantial



Bundaberg, 217 miles from Brisbane

visitors. Gooburru lies between the north bank of the Burnett and the Kolan River, and is a magnificent cane growing centre. The chief mill and plantation here is "Fairymead," owned by Messrs. A. H. and E. Young. There are some splendid views on the Burnett River above the town, and picnic parties have a wonderful choice in close proximity to the town.

The Mount Perry Line

From here, a fine bridge carries us over the Burnett River to North Bundaberg, whence a line branches to Mt. Perry, sixty-seven miles away, running throughout almost parallel with the Burnett River, but some distance away. Though medium forest country borders the line, magnificent country exists but a short distance away to the north and south. Oakwood and Sharon, each stopping places for plantations of the same name, are soon passed, till at Bingera we see one of the largest sugar mills in Queensland, surrounded by hundreds of acres of cane. This enormous sugar plantation is a show place of the district, and where up-to-date farming operations are in full swing. An elaborate irrigation plant has been installed at a cost upwards of £30,000, pumping water from the Burnett River. After some eighteen miles of varied bush and sugar lands we arrive at Gin Gin, a rapidly growing township, the centre of much sugar growing. A central sugar mill has been erected some eight miles from the township, and is worth a visit. Near the township is the famous Gin Gin cattle station, considered one of the finest in the State. Two miles further is Watawa, a progressive sugar centre, and for miles around and back to the

iron bridge, and on to Rosedale, a centre of much promise for dairying, as are most of the stations on this line. Murray's Creek and Harper's Creek, crossed by substantial bridges, are soon passed, and we reach Miriam Vale, where a glorious view of the Edinburgh Mountains, Arthur's Seat, and the many attendant spurs and pinnacles, rising line upon line away to the westward, is obtainable. This is a centre where a line is proposed to junction, coming from the Glassford Creek copper mines, going up the valley of the Boyne River, where also are areas of rich agricultural land. On by Booroorin and Iveragh, we go to Rodd's Bay, with its fine view of the sea; thence across the Boyne River by a splendid bridge, and on to Gladstone.



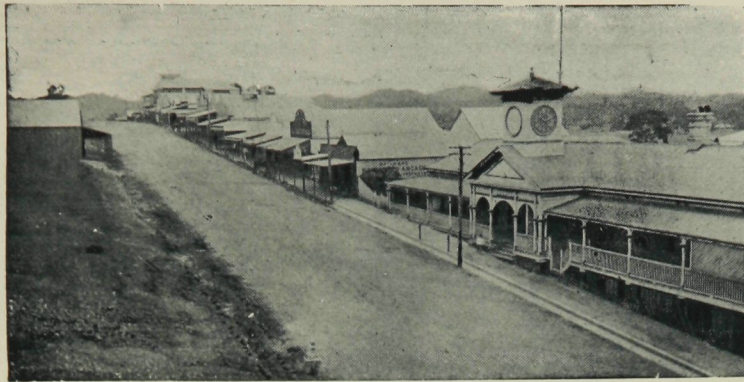
Mount Perry, 67 miles from Bundaberg

Gladstone

This town, situated at the mouth of the Calliope River and on the harbour of Port Curtis, is deservedly renowned for its charming prospect.

"Set in an azure sea,
A jewel by the wave."

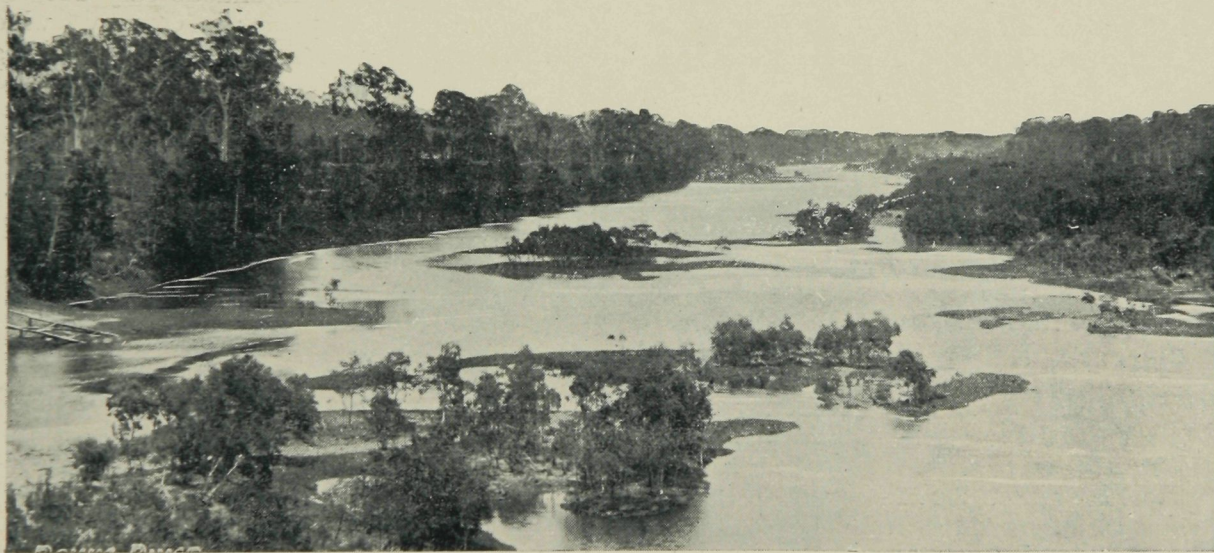
From whatever point a visitor may view this gem on the Queensland coast, the outlook is beautiful. From above the Manganese mine, with the stores and residences quietly nestling in a circlet of green of the near by hills; swinging slowly up the Straits from the south until the town opens to view, or coming by the narrows from the North it is always a picture of beauty, while from the high headland of Auckland Point, at the foot of the main street, a panorama of headland, bays, islands and



Main Street, Gladstone

are four miles from the town adjacent to the Harbour, while a well equipped butter factory is near the railway line. Splendid scenery exists near Gladstone in all directions, while, of interest to mining men, it is one of the most valuable mineral districts in Queensland, gold, silver, copper, manganese, etc., having been unearthed in large quantities; while westward, sixty-six miles, in the Callide Valley, have been opened great seams of coal up to 54ft. in thickness.

From here, the line travels by ridge and valley to Rockhampton, seventy miles northward, keeping parallel to the coast the whole way, and only rising, at Mt. Larcom, to more than 100ft above sea level. The country throughout the whole length is chiefly open forest, with occasional belts of scrub.



Boyne River, N.C. Line, near Gladstone

strait, north through the Narrows, or southward to Rodd's Bay, makes a picture unequalled in the Australian States. There are several well-built hotels in the town, all replete for the convenience of travellers, general business premises, Government buildings, and all facilities for trade. This is an old port for the shipment of horses for India and elsewhere, facilities for shipment being very complete. The Gladstone Meat Works

Some very rich soil exists adjacent to the railway line, to the east, which will, no doubt, be turned to the more profitable use of dairying when the present grazing leases expire. Good gold has been obtained at Mt. Larcom and Raglan, the Bajool, and it is considered by mining men that many of the reefs hereabouts are worth extended trial.



A View in Gladstone Harbour



ROCKHAMPTON, the chief town and seaport of Central Queensland, is situated on the south bank of the Fitzroy River, about thirty-four miles from its mouth, following the tortuous river, but hardly twenty miles in a direct line from the sea. The main streets are 99ft. in width and splendidly formed and metalled. The two main thoroughfares—East and Quay Streets—run parallel with each other, and contain the principal public offices and mercantile buildings. In addition to the depots of Central Queensland's commerce, the numerous public edifices are a credit to the State, both in their architecture and general management, chief of which are, the Post and Telegraph Offices, which cost upwards of £17,500 to erect; the Supreme Court and Public Offices, the School of Arts and Library, with its excellent store of old Australian volumes, the Customs House, Children's and General Hospitals, and the Boys' and Girls' Grammar Schools. The excellent church buildings show that the religious denominations are well represented and supported. Two great bridges, one for the railway line connecting North Rockhampton, and a castellated general traffic bridge, span the river. The well being of the river and wharves are watched over by a Harbour Board, and the large revenues derived therefrom are devoted to improvements in the navigation of the river. During the forty years since its opening, no town in the colony has made greater progress than Rockhampton. With a childhood weakened by disaster and destitution, consequent on the mad rush to the Canoona gold field in 1858, Rockhampton, out of that distressing period in its history, has risen a powerful and influential city, chief among its confreres of the North, while the energy and perseverance

displayed by its houses of business, give fine promise of future growth. This progress is undoubtedly due to its being the port for the magnificent pastoral country which stretches for hundreds of miles westward, the splendid gold and mineral country in the near radius, and the rich Mount Morgan gold mine, the premier gold mine of the world. The Victoria Park is situated on the banks of the river, and is a cool retreat on the hot summer days such as are experienced in Rockhampton. It is a charming park, well planted with shade trees, and a splendid view of the town reach is obtained from any part. The Botanic Gardens are situated on the west side of Athelstane Range, and tropical plants and palms are here in their full beauty. Though not extensive, the Gardens are decidedly picturesque, and in the conservatory are to be found choice ferns and orchids in great variety. From the Athelstane Range, near to the town, there is a wonderfully enchanting panoramic view, and it is worth spending the time resting there and watching the sun as it sinks to rest lighting up with its vivid glory the western sky. To the north of the city is situated the Berserker Range, a series of fine timber-covered hills, and a trip to one of its topmost peaks is well worth the attention of tourists and visitors. Between the two ranges the city of Rockhampton spreads itself out, the Fitzroy River winding round almost at the base of the Berserker Mountains, leaving only sufficient room between its banks and the mountain for the municipality of North Rockhampton to assert itself. Away to the south-east and to the west is the main coast range, rising in irregular and almost serrated form, and adding in no small degree to the beauty of the scene.



East Street, Rockhampton, the capital of Central Queensland, 396 miles north of Brisbane



Emu Park, Rockhampton.

Central Queens- land

Engraved by
TRAILL BROS.,
Brisbane.

Railway Lines.

Central Queensland Railway Line and Branches.

The Central Railway System of Queensland comprises the extensive line of 428 miles from Rockhampton to Longreach, with its branches, the Mt. Morgan line, one north to Clermont, one south to Springsure, and one to Emu Park, a choice seaside resort on Keppel Bay.

Emu Park, on the northern shores of Keppel Bay, thirty-two miles from Rockhampton, is undoubtedly among the most charming of the marine holiday places in Queensland, and the yearly increasing number of visitors from the city itself, Mt. Morgan, and the western districts are an earnest of its attractions. From Archer Park Station, the line crosses the Fitzroy River by a splendid bridge, and then goes eastward. Travelling at the foot of the Berserker Range, with Mt. Archer towering on our left, we pass the enormous works of the Central Queensland Meat

Export Co., then along by New Zealand Gully, where, to the north, years ago, much alluvial gold was obtained, on to Tungamull, with Cawarral mining district in a mountainous region four miles to the west. At Tanby a road goes northward for nine miles to Yeppoon, a pretty seaside resort. Six miles from Tanby we reach Emu Park, the sanatorium and watering place for Rockhampton and Central Queensland, rich in wide sea and rocky shoal. Looking across the ocean, the eye is charmed with the radiant beauty of the many islands in Keppel Bay, their gleaming sandy beaches thrown so clearly into prominence by the dense vegetation which clothes the islands. Turning our gaze to the west, we see the verdant slopes of Emu Park, its clumps of beautiful foliage nestling in the gullies and ravines, and, should we ascend one of the many hills of this picturesque spot, we shall see, far away towards the setting sun, the distant ranges with their curious shaped pinnacles and wooded sides. The Emu Park Railway line is again in connection with the Fitzroy River by a branch line to Broadmount, where splendid wharves have been erected.

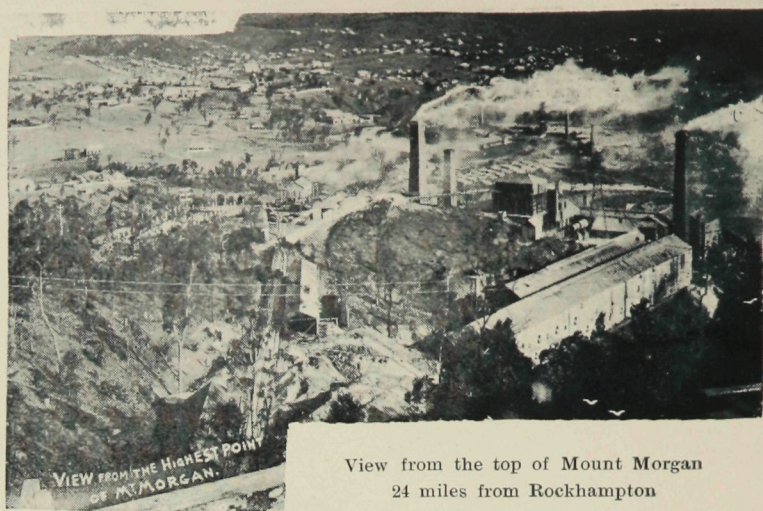


Railway Bridge over the Fitzroy River, Rockhampton

The Western Line and Branches.

TO those who desire to view one of the most wonderful parts of the State, to visit one of the richest gold mines of the world, and to ascertain the reasons for the solid progress of Rockhampton, a trip along the Western Railway line will be full of interest. Leaving the railway station, past suburban Rockhampton, and out across the open country, the train rapidly reaches Gracemere, a famous cattle station, the old home of the Archers, and the pioneer settlement of this portion of Queensland. A short distance to the right can be seen the "Mere," the resort of various species of wild fowl, here carefully preserved. Four miles further we arrive at Kabra Station, where a branch line goes southward to Mt. Morgan, a distance of thirteen miles, and twenty-four miles from Rockhampton. To visitors an interesting section of this line is the Rack line, constructed with a centre rack rail from Moonmerra, and rising in the next mile of line 375ft. From near the summit of the climb you have a good view of the valley and township and works of Mt. Morgan. This famous mountain of gold, away in the Dee Ranges, has returned its lucky shareholders upwards of five million pounds sterling in dividends, and appears inexhaustible. A visit to the vast ore reduction and chlorination works is in itself an education, and at night the illumination of the surrounding hills, from the glow of its enormous furnaces, reminds one strongly of the great iron fields of the "Black Country" of South Staffordshire. The township of Mt. Morgan has grown with the progress of the mine, and is now one of the most prosperous of the Central districts. Numerous bodies of mineral bearing ore have been worked in the surrounding hills with varying success, while gold bearing reefs exist at many points, but the chief centre of interest to all visitors is the great mine. A few miles away, among the ranges near Mt. Usher, the scenery is magnificent, and such as to inspire the painter. Precipitous ranges scrub-covered, cleft by gorges and ravines, with here and there trickling cascades abound, and form a scene of varied wondrous beauty.

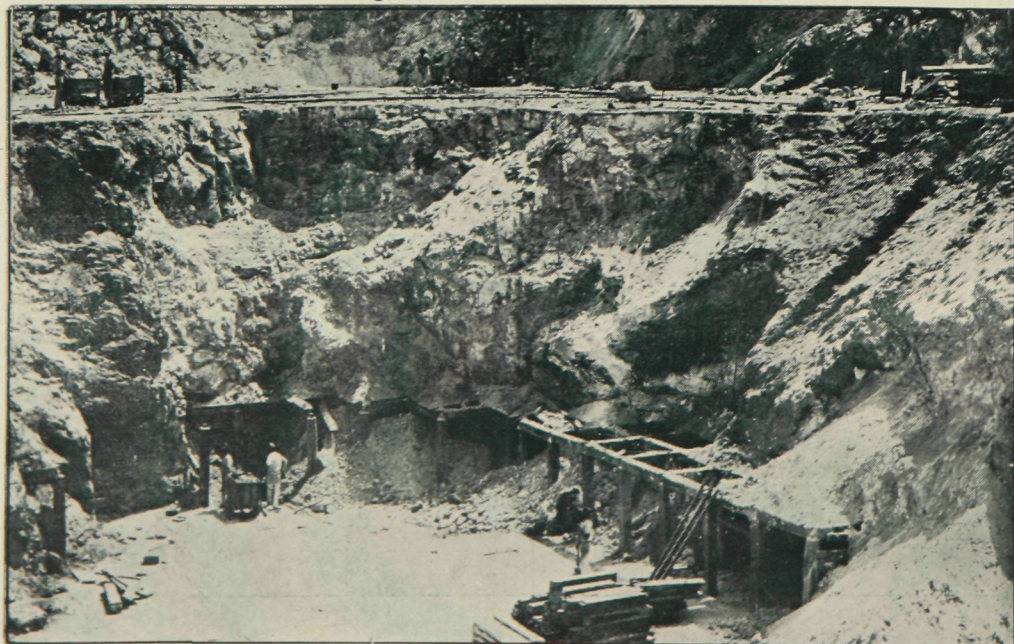
From Kabra the main line takes us by ironbark ridge and apple-tree flat past Stanwell, a centre of agriculture, and on by ridge and gully steadily rising to 501ft. above sea level, to Westward, a small township, thirty-one miles from Rockhampton from which Banana, Taroom, and the stations on the Dawson are reached. Away to the south-east are the old Dee River copper mines, once successfully worked, while in the



View from the top of Mount Morgan
24 miles from Rockhampton

vicinity are excellent agricultural tracts. The line makes a rapid descent in the next eight miles from 501ft. to 250ft., and now for some miles a succession of ridges are traversed, while across the intervening open country can be seen, away to the south, the Dee Ranges. The forests of ironbark, gum and bloodwood passed through, are succeeded by stretches of brigalow scrub; and open plains. Near Boolburra, the Dawson River is crossed where southward, are the Dawson River coal measures, from which great developments are expected. Between Dauinga and Blackwater, a distance of fifty-three miles, one is travelling over what are known as the Mackenzie River Anthracite coal measures, upon which much work is being done, and large seams opened up. Leichhardt's Expedition Range is crossed at Tolmies, 734ft. in elevation. From here the country becomes more downs in character, as the train speeds on. Crossing the Comet River at Cometville, with a run further of some twenty miles we are at Emerald, a rising township, on the Nogoia River, a weakly stream usually, a tributary of the Fitzroy. Near Emerald some splendid farming land is under cultivation, and large crops of wheat have been raised. As the capabilities of the soil hereabouts are more widely known, this district will become the granary of the west. The main line at Emerald sends out two branches, one south to Springsure, a distance of forty miles, and one running first north then north-west for sixty-three miles, to Clermont.

Following the branch to Springsure, the line passes through several miles of dense bush and brigalow scrub, when the country opens out to magnificent downs, and the train travels amid splendid scenery. Near

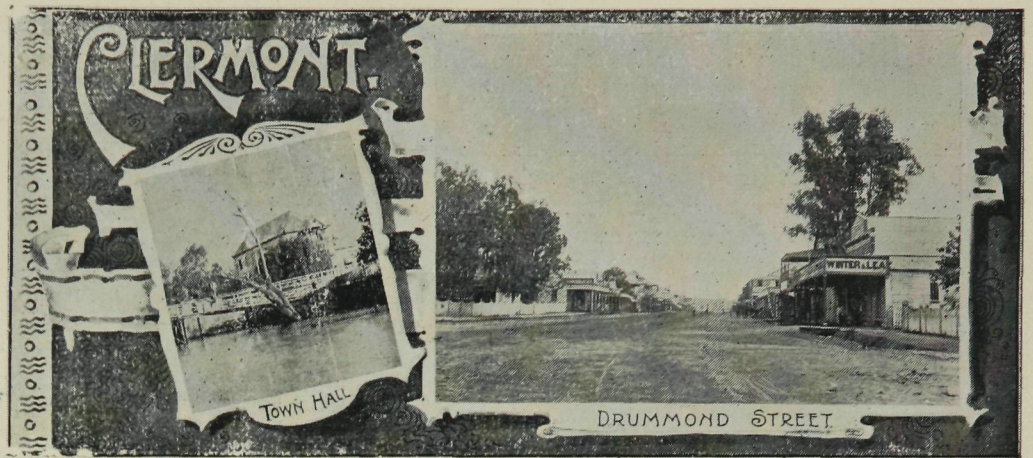


Quarrying out the Ore—Mount Morgan Stopes

Photo.: Lundager,
Mt. Morgan

Gindie is the State Experimental farm, one of the most successful, considering the trying times the State has passed through. From here you have the curious peaks and rugged hills of the Drummond Range in the near distance, and numerous heights appear and disappear on the west, till we arrive at Springsure. The cluster of mountains surrounding the town, with their rocky slopes and the narrow intervening valleys complete a picture of majestic beauty and grandeur. The town itself is situated in a little valley on the banks of a clear running stream, Springsure Creek. Valuable opals have been mined from this amphitheatre of hills, but it is chiefly as a centre for pastoral purposes that the Springsure district is known.

Returning to Emerald and taking the Clermont branch northward we pass slopes clothed with ironbark, gums and bloodwood, and undulating downs of black soil—rich lands capable of cultivation to an unlimited extent—lightly timbered, with here and there clearings under cultivation with fine crops of wheat. Succeeding these tracts, known as Emerald Downs and Gordon Downs, are large areas of brigalow scrub, to Capella, thirty-two miles from Emerald. Our view is now flanked by two lines of heights; away to the right is the beautiful Peak Range, whose many pinnacles rise pyramid-shaped to the cloudless sky and form a contrast to the forests of sandalwood and brigalow at the base, while at a greater distance lies on our left the Drummond Range, its blue summits reaching the sky-line, enclosing a view almost unrivalled in picturesque beauty. Passing Retro and Langton Downs, two stations in this lovely region so strikingly similar to tracts on the Warwick line, we are at the terminus of this branch line, Clermont, a noted alluvial and reef goldfield, and the centre of splendid grazing areas. The town is at an elevation of 870ft. above sea level, cool and bracing, situated in an angle formed by the meeting of the Peak and Drummond Ranges and about equally distant from each. Private residences adorn the low ridges adjacent, while the business part of the town is built at the foot of the hill on the margin of a lagoon. Four miles south-west of Clermont is Copperfield, the centre of the once famous Peak Downs copper mine. Here, years ago, upwards of one and a-half million pounds worth of copper was obtained. The mine is now being re-opened. Coal of excellent quality is also mined in the vicinity of Clermont, at Blair Athol.



Clermont, 229 miles from Rockhampton

Emerald to Longreach.

Continuing on the Main Line, a short run carries us through dense brigalow scrub to Selma, where are situated Boiling-down and Meat Extract Works, and saw mills; and five miles beyond here, some 179 miles from Rockhampton, we reach Taraborah, a rising farming centre. Here there are several farmers from Victoria, and a visit to their different homesteads show that they are in a prosperous and progressive way, considering that it is only a few years since they selected the land. The Withersfield sapphire mines lie nine miles from the Anakie railway station, on Retreat Creek. They were originally worked by Mr. Robert Ballard, C.E., and by Messrs. Richardson and Fisher, brother-in-law and nephew of Mr. W. K. D'Arcy, the Mt. Morgan millionaire, but the gems were apparently not appreciated on the London market. The original owners of the gem areas in the course of time gave way to others. Since their retirement, the mines have been almost completely in the hands of working men. Mr. Levi Newsome is now the oldest miner on the field, and he has certainly shown his faith in the venture by keeping to the mines over a long period of years. Wolfram has also been discovered in the adjacent country. Bogantungan, 228 miles from Rockhampton, boasts a well appointed railway refreshment room and hotel, and beyond is the Belyando River, which flows into the sea midway between



Longreach, 428 miles west of Rockhampton

Photo.: G. C. Perkins.
Longreach

Bowen and Townsville. Here commences the ascent of the Drummond Range, and shortly after crossing Hannam's Gap, 1,450ft., we see Mt. Chantry rearing its irregular crest to the skies, and Mt. Midge amidst the terraced peaks to the south; then descending, these are left behind and we enter the valley of the Belyando River and its tributaries. Alpha, 271 miles, boasts two hotels, churches, school, etc., and a coach to Tambo, ninety-six miles away. The Main Range is crossed at an elevation of 1,448ft. at 296 miles, and shortly after Jericho is reached, 307 miles from Rockhampton. This township was first settled on by Mr. S. Jordan, in 1874, and contains excellent hotels, stores, etc. The railway station has a commodious goods shed, and is kept comparatively busy loading teams for the numerous surrounding sheep stations. From here it is proposed to extend a line to Blackall, and this would no doubt give a great impetus to trade between Jericho and that township.

Here we enter the vast plains known as the Great Western Downs, and for miles we travel over these great stretches of rich level country. As we travel hour after hour these plains seem never-ending, stretching away as far as the eye can reach to east and west, to north and south, dotted here and there with park-like clumps of trees, the horizon only occasionally broken by irregular ridges. And

so we are at Barcaldine, 361 miles distant from Rockhampton, one of the most flourishing towns of the west, being the *entrepot* for the trade of the surrounding magnificent pastoral country. On over the park-like plains, the view extending for miles around, we pass occasionally a small settler's dwelling near the railway line, perhaps a mob of horses being driven to some station out on the Barcoo or Thompson rivers, or vast flocks of sheep, thousands in number, which flee from the train's approach. Passing Westbourne and Ilfracombe, we at length arrive at Longreach, on the Thompson, River 428 miles from our starting point, Rockhampton, and the terminus of the Queensland Central Railway system. Longreach is surrounded by magnificent black soil downs; near the town is an artesian bore which supplies the town with water. The town is well laid out; a fine main street with large stores, hotels, and other business premises, runs from the railway line for half a mile or more. A large area of opal-bearing country exists to the west. Coaches leave here weekly for Winton, 125 miles away; Windorah, 204 miles away; Muttaborra, 75 miles; and the intermediate settlements. A large number of artesian bores are being sunk in these western lands, splendid supplies of water having been obtained, and, as the number of successful bores increase, the great losses of stock from drought will be reduced to a minimum.

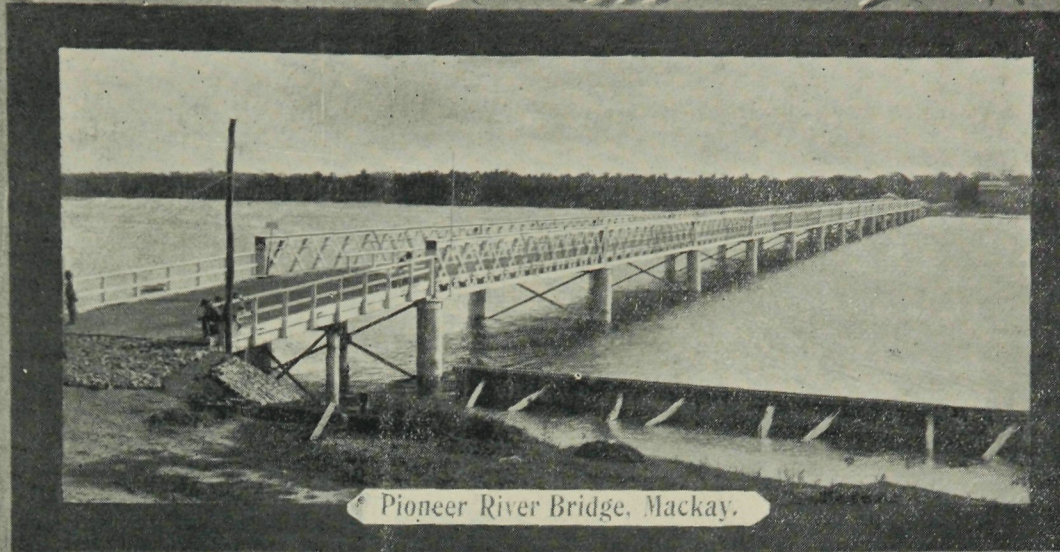


VIEWS NEAR BARCALDINE, CENTRAL QUEENSLAND.
361 miles from Rockhampton.

Photos.: H. W. Mobsby.

MACKAY RAILWAY LINE.

Engraved by
TRAILL BROS.,
Brisbane.



Pioneer River Bridge, Mackay.

Haze in the air, white dust upon the street ;
In lonely gardens lazy bumble bees
Drone out the days of shining, shimmering heat,
From flower to flower beneath the laden trees.

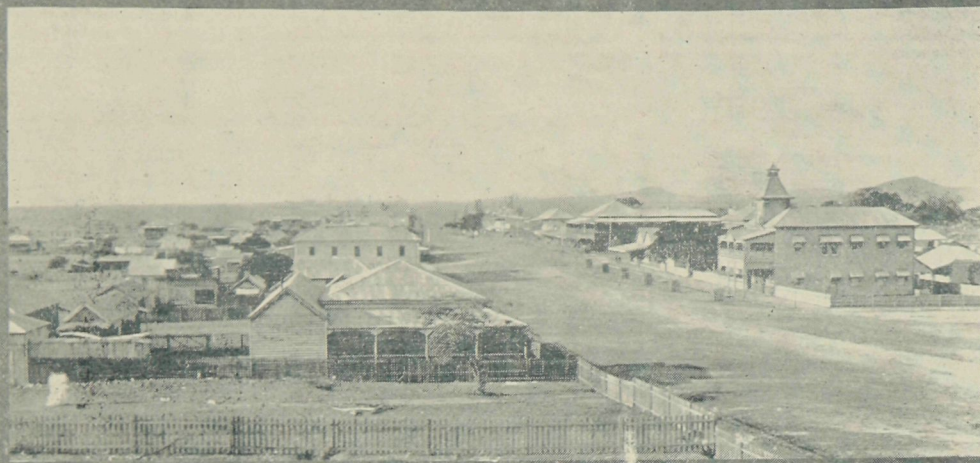
MACKAY, on the south bank of the Pioneer River, shares with Bundaberg the distinction of being a great centre of the sugar industry in Queensland. For twenty or thirty miles along both banks of the river, and for miles distant from it, is seen, in the maturing time, a magnificent sea of waving cane, permeated with tram lines and roads leading to the adjoining mills. In the forty-five years that have elapsed since its settlement in 1861, Mackay has grown rapidly, and now its numerous stores and hotels offer every comfort to the visitor. During the last two years a revival of this progress has been noticeable, owing to the large payments made to sugar growers under the Bonus Clauses of the Federal Acts relative to sugar growing, and also, to the extension of the railway line beyond Mirani to the valley of Cattle and McGregor Creeks. At the entrance to the river lie two islands, termed respectively Flat-top and Round-top; at the first named ocean boats anchor, while passengers are conveyed by tender to Mackay four miles up the river. The railway line leaving Mackay runs almost due west. Just outside the town the line passes the Show Grounds, and a mile further the Racecourse Central Mill. This mill, one of those established under the Sugar Guarantee Act, is an instance of the busy life of this sugar district. The tram lines with their many loaded cane trucks, the great crushing rollers of the mill slowly consuming the long sticks of cane from the moving carrier, and the life and bustle about the mill, form a scene of considerable interest to the onlooker. The railway line from here runs parallel with the Nebo road past successive canefields. Two miles beyond is Racecourse Mill; at the end of a long lane between the canefields, is seen the old mill of Te Kowai. Again another two miles, and on our left, through pretty shrubs, and waving bamboos, we distinguish the Alexandria Sugar Mill, where years ago the first cane of the district was grown by Mr. John Spiller. In another mile, at the Palms, the line bends a little,

leaves behind the Nebo road with its old-time memories of the waggon loads of copper mined from the distant ranges, and the long obliterated footprints of miners journeying to and from the Mount Britten gold mines, situated in one of the most picturesque spots in Queensland; and passes Walkerston township, with its adjoining plantations, Peri, Palmyra, Branscombe and Pleystowe, and numerous homesteads, after which we arrive at Newbury Junction, fifteen miles from Mackay. Here a branch line, skirting the low ridges on the left, goes past the large Victoria Sugar Mill, with its waving fields of cane, and on to Eton, eight miles away, the *entrepot* for the trade beyond the ranges to the west and of the surrounding sugar plantations.

The main line from Newbury Junction bears away to the Pioneer River, passes near the Marion Central Mill, one of the best furnished mills in the State, and seven miles from the junction crosses the Pioneer River at Mirani, a growing township, surrounded with thriving farms. From the railway bridge can be seen the scrub-covered Eungella Ranges, from whose serrated sides comes Black's Creek; Dalrymple Creek, whirling by the boulder-strewn base of Mount Dalrymple; and Cattle Creek—all feeding the silver stream of the Pioneer River, flowing beneath you. In these creeks and rivers fish abound, while the surrounding scrubs furnish ample returns to the sportman's gun. The line runs for several miles through undulating forest country, and then enters into the rich valley of Cattle Creek, and through great belts of waving cane upon either hand, with Cattle Creek swirling its way to the Pioneer River, and the great coast range, scrub-covered, rising up to the south, to Hatton, the terminus. A branch train line runs from near Benholm northward to McGregor Creek, a splendid sugar growing centre, where much progress is being made. Hatton terminus is a starting point for over the range, where, on Eungella exist many gold reefs, and further over, at Mt. Barker, are valuable silver and copper lodes. The ranges hereabout are of wonderful interest, having magnificent soil, splendid areas covered with pine, beech, cedar, etc., and a wealth of botanical beauty equal to any place in Queensland.



CANE FIELD MACKAY



Bowen, North Queensland.

BOWEN

RAILWAY

LINE.

Engraved by
TRAILL BROS.,
Brisbane.

BOWEN is situated on the northern shore of Edgecombe Bay, and is generally known as Port Denison, and is some 725 miles N.W. of Brisbane. It is a seaport and municipal town (proclaimed on August 7th, 1863), and contains numerous well appointed residences, stores, hotels, public buildings, etc. A series of beautiful views can be obtained from the rising ground near the town, by harbour and shore. Port Denison stretching north and south to the distant jutting headlands, and the long jetty (one-third of a mile long) going seaward from the quiet town, form a unique and picturesque view. Regular steam communication is kept up with Brisbane, Rockhampton, Sydney, and northward to Townsville, etc. The harbour was first discovered in the year 1859 by Captain Sinclair, who, with a small party, made his way northwards with a view to further settlement beyond Port Curtis. This small party, consisting of Captain Sinclair—in command—and Messrs. James Gordon, of Townsville, and Benjamin Poole, made their way in the small schooner "Santa Barbara" along the reef-dotted coast. The trip was fraught with danger, for, in addition to a short supply of water, the aborigines were a constant source of annoyance, their evident object being to seize the boat and massacre all on board. However, these difficulties were surmounted, and one of the finest harbours on the Australian coast opened to commerce and trade. This harbour is secure in all weathers, and admirably adapted as a port of call for vessels using the inner passage to the Torres Straits. Bowen is also the outlet of a magnificent area of pastoral country to the west, whilst the gardens to be seen around the district all bear witness to the prolific soil, tropical fruits in all varieties being produced in lavish abundance.

Between Bowen and Mackay a large area of land, known as the Proserpine district, is given up principally to the growing of sugarcane. A central sugar mill company, under the Sugar Works' Guarantee Act, has firmly established cane growing, the

richness of the soil and the regular rainfalls experienced all pointing to an even more successful future in this direction. The Proserpine is commercially linked with Bowen, the latter being the natural outlet for all the products of this district. The Bowen Meat Works, situated on the Don River, some six miles from Bowen, represent another factor in the productive industries of this thriving town. In addition to its pastoral pursuits and products, Bowen is a good centre for minerals. Within sixty miles of the town is an extensive deposit of good coal, which, owing to lack of capital and enterprise, has up to the present time not been worked. Mr. Jack, the late Government Geologist, who visited the fields some time back, stated in his report thereon: "The Bowen River coal-field is the geological equivalent of the most valuable part of the New South Wales coal measures." There are strong indications of coal within a few miles of the port. The Normanby gold-field lies about 60 miles south from Bowen. The Warden describes the field as being too expensive for the present miners to work properly, but too good to abandon. Further westward from the field is the silver-bearing country on the Burdekin River tributaries, which is being slowly opened up.

Railway communication, which is a great factor towards the commercial development of any town, is represented by the Bowen railway line, first opened in 1888, stretching from the port for a distance of forty-eight miles to Bobawaba. The jetty is connected with the line, which, winding westward, crosses the Don River, where the Meat Works are passed, and runs through the Salisbury Plains. The Elliott River is next crossed by the railway line at a point twenty-nine miles from Bowen, and then Upstart Plains are traversed until the terminus is reached. The district comprised around Bowen is chiefly pastoral, but there is a considerable extent of agricultural land and fruit-growing areas adjacent to the town as well as in the vicinity of the coal measures. A suggestion has been made to lay a tramway line connecting with the Proserpine.





Townsville, North Queensland.

ENGRAVED BY TRAILL BROS. BRISBANE

MAIN
NORTHERN

RAILWAY

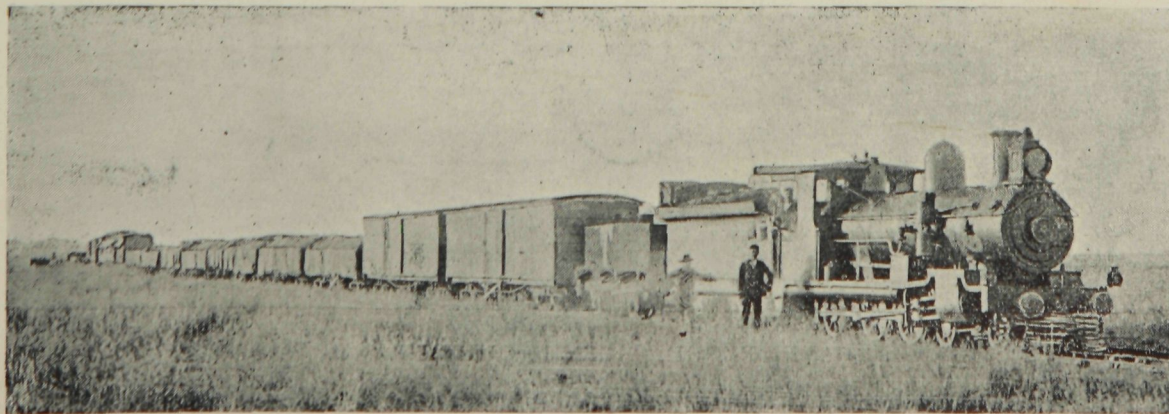
LINE.

Townsville, North Queensland.

Softly in the wide curves of the bay,
The sun tipped waters dance and fret and sigh
Their lives out on the shingle of the beach,
While overhead the great brown cliff of Castle Hill
Smiles sphinx-like to the distant isle.

TOWNSVILLE, the principal city of Northern Queensland, and the port and outlet of rich mining, sugar growing and grazing districts, lies north of Brisbane, 870 miles, in lat. 19 deg. 15 min. S., 149 deg. 49 min. E. long., on the shores of Cleveland Bay, a wide expanse of water protected on the south by the bold promontory—Cape Cleveland—and on the east by the rugged cliffs of Magnetic Island, so named by Captain Cook, on his trip along the eastern coast of Australia, in consequence of his impression, since questioned, that the island was ferruginous to an extent which caused an appreciable disturbance of the compass. The town is situated on Ross Creek, and is approached from the sea between the arms of the large breakwater, which latter spacious harbour is now capable of accommodating vessels drawing up to twenty feet of water. The railway wharves are on the south side of the breakwater, and cargo for the western country is taken on the trucks straight from the ship's side. The town wharves on the south bank of Ross Creek are adjacent to the town, and are always busy with numerous coasters and lighters. Communication across the creek is kept up by means of a ferry and by the Victoria Bridge, which has a swing girder to admit of the passage of

vessels. The main artery of the town is Flinders Street, which follows the sinuosities of Ross Creek and the steep flanks of the spurs from Castle Hill (Cudtharinga). This mount, an abrupt, rugged, double-peaked hill, towers in savage grandeur over the town, its spurs dotted with the homes of the residents who court the sea breezes at the cost of a daily climb. Flinders Street is a long avenue of business activity. Its numerous shops, some with splendid frontages, vie in display with those of larger cities in the south. There is splendid hotel accommodation, banking facilities are of the best, and the public buildings are in every way a credit to the town. The surroundings of Townsville are very picturesque. To eastward rises the lofty and imposing mass of Mount Elliott, which, exceeding 4,000ft in altitude, and standing aloft in solitary grandeur, dominates the coastal and inland scenery over many leagues. It dwarfs Cape Cleveland, and is the chief landmark on the shores of Cleveland Bay. At the base winds the northern railway line on its way westward. Eastward from north to south stretches a wide expanse of wooded country, from which, on the north, rises abruptly 1,000ft., overshadowing Townsville, the great head of Castle Hill, while far on the south may be seen silver streaks on the landscape, marking the position of the several streams which debouch into the sea at Cleveland and Bowling Green Bays. Opposite the town, seemingly at the end of the great arms of the breakwater, lies Magnetic Island dividing Halifax and Cleveland Bays, while to the far north in Halifax Bay are seen the gem-like Palm Islands. To the south, jutting into the sea, are Capes Cleveland and Bowling Green. There are lighthouses upon the extremity of each of these capes. This wide expanse of ocean is always dotted with numerous ships trading in and out of Townsville to the various parts of the globe, Ross Creek and inside of the breakwater being ever alive with shipping.



Ayr Railway Line. At the Pioneer Siding, 44 miles from Townsville

The Northern Railway Line

LEAVING the railway station at the western end of Flinders Street, the line runs due south to Ravenswood Junction, crossing Ross Island, where are situated large foundries and saw-mills. At Oonoomba, four miles from Townsville, a siding branches off to the Ross River works of the Queensland Meat Export and Agency Co., Ltd. These are most extensive works, having capacity for the treatment of upwards of 70,000 cattle per annum. The frozen and canned meats, extract tallow and other products are conveyed by rail to the Breakwater jetty for shipment. These are a duplicate of the Eagle Farm Works, Brisbane.

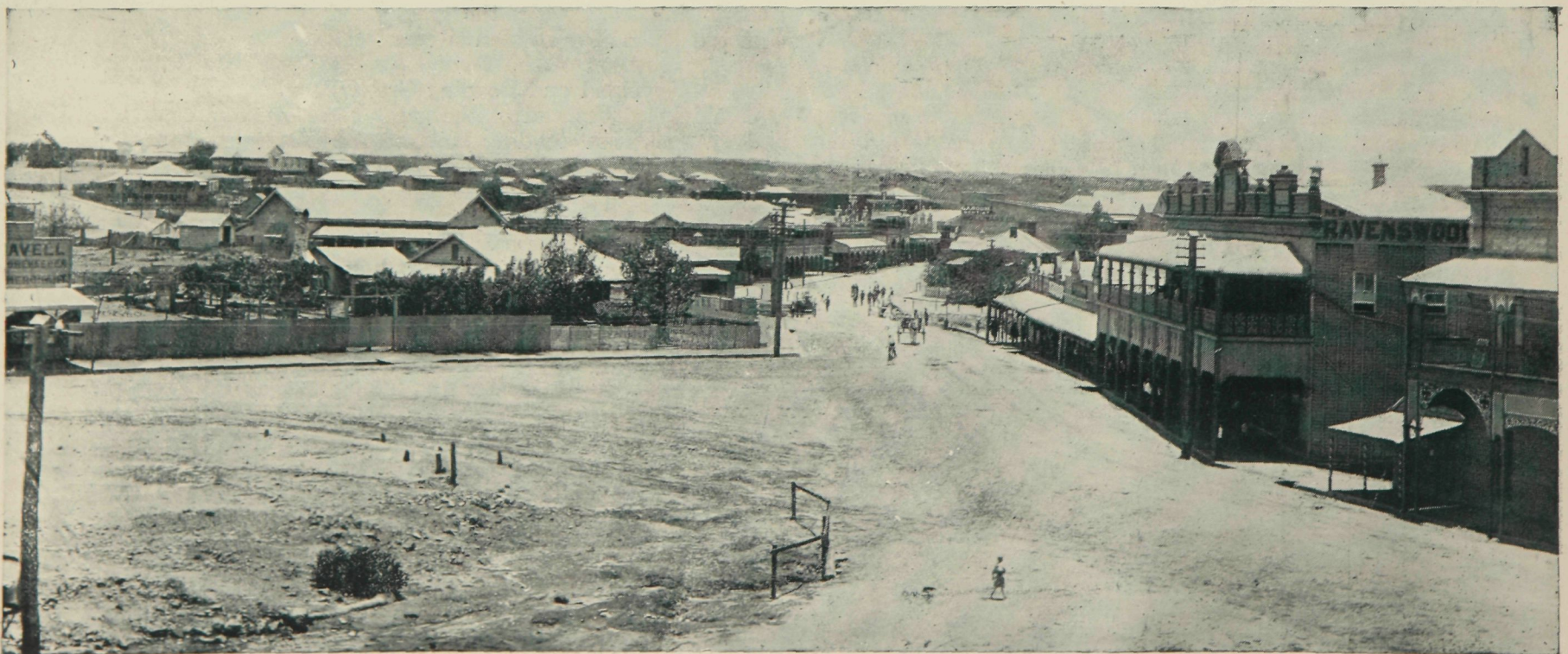
At Stewart's Creek a branch line goes southward to Ayr and the famous Burdekin Delta. This rich sugar-growing area lies on the Burdekin River, some fifty miles south of Townsville. Geographically it is presumed to belong to Bowen, but commercially Townsville now claims its business, a railway line having been extended from the main northern line to that district. The line leaves the main line at Stewart's Creek, and runs in a south-easterly direction for 44 miles to the township of Ayr, situated about the centre of the Burdekin Delta. The tramway, constructed by the joint Local Authorities of the district, under the supervision of the Railway Department, was opened for public traffic at the beginning of April, 1900, and the reports indicate that the enterprise is a payable one. The Railway Department has charge of the traffic, using its own rolling stock, and keeping separate accounts to determine the remunerative capacity of the line. The splendid works of the North Queensland Meat Works are passed at Alligator Creek, fourteen miles from Townsville. Beyond here the line runs over almost level forest country, open plains of limited area occurring at intervals, with here and there swamps covered with morass. As we near Brandon station evidences of the rich sugar lands are met, the green canefields standing out in marked contrast to the sombre hue of the indigenous herbage that marks the yet uncultivated portions. Between the Burdekin River on the east and Barratta Creek on the west there are about 60,000 acres, of which a fair estimate would put one-fourth as good sugar land. Tramways in length some twenty-five miles, run through this rich belt of country in all directions for cane transportation purposes, and as showing the energy and spirit with which the

enterprise of sugar growing was entered into in the eighties, it is stated that over £300,000 were expended on the establishment of Airdmillan Plantation alone. In this district can be seen the successful working of a very elaborate system of irrigation, the water being drawn from shallow wells, sunk to gravel depth through the rich alluvial soil. An unlimited quantity is obtainable, as the country is also interspersed with huge lagoons, which help to feed the wells. The pumping plant on the Pioneer Plantation at the great lagoon at Clondyke, is alone capable of raising and distributing 30,000,000 gallons of water per day.

Continuing the Mair line, with Mt. Elliott now behind us, we wind in and out among the ironbark ridges near Philp's Siding and cross Reid River, which rises in the spurs of the Hervey Range, to Reid River Station, where a stay is made for refreshments. At Haughton Valley the granite and porphyry ridges of the Hervey Range are on either side, and a rapid rise of 400ft. brings us to Ravenswood Junction at an altitude of 948ft.

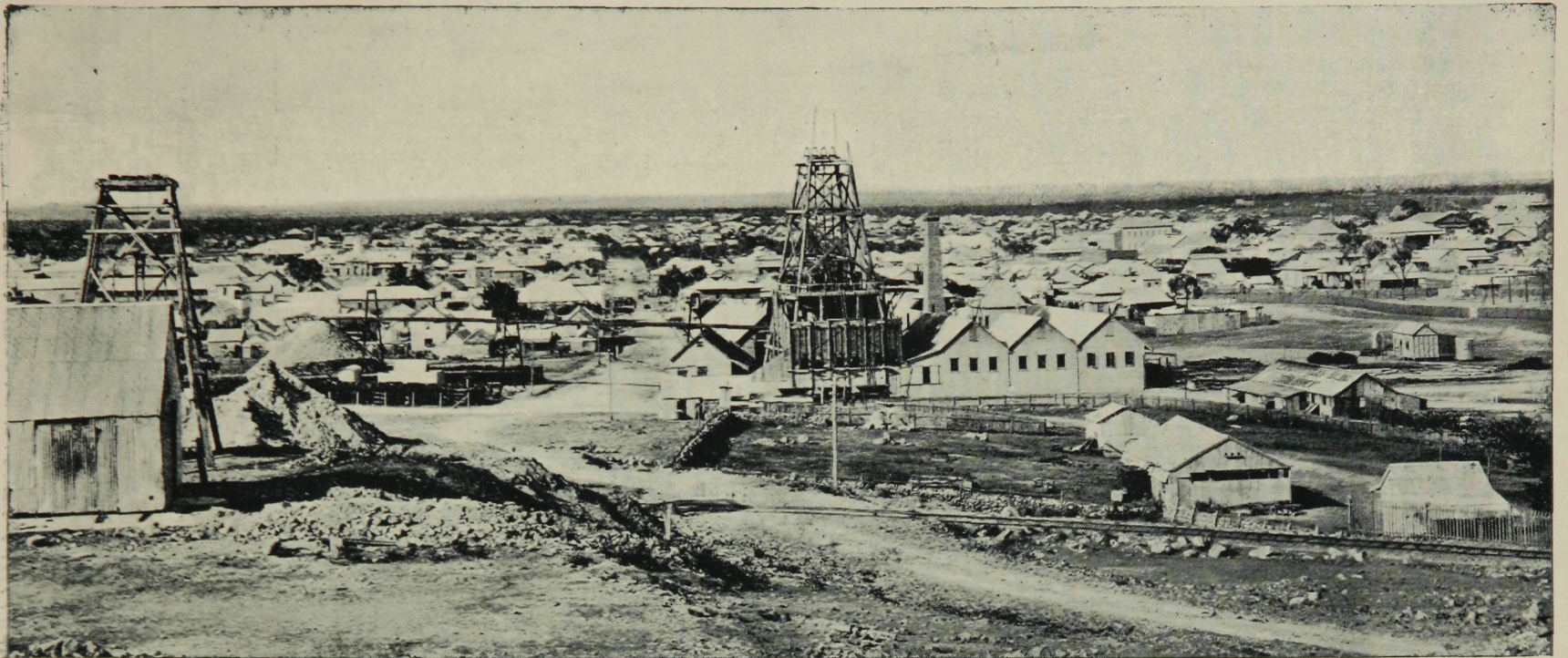
From this Junction the line to Ravenswood emanates, a journey of twenty-four miles southward among innumerable ridges, past the old Grass Hut Diggings, across Kirk River, an affluent of the Burdekin River, past Mt. Wright, and so on to the mineral area reaching for miles on each side. The settlement was started in 1870 by a party of miners led by Messrs. Jessop and Buchanan, who found gold at what is known as Middle Creek. The township is situated upon Elphinstone Creek, a tributary of the Burdekin River. Rich alluvial gold was obtained here in the early days, and adjacent to it are now being worked great reefs which have produced splendid returns. The town, from a small canvas tent beginning, has grown into a centre of much importance, owing to the rich reefs mentioned, and the great extent of surrounding mineral country, where has been unearthed gold, silver, copper, antimony, etc. It is well supplied with stores, hotels, etc., and has an excellent hospital, School of Arts, and other public buildings.

At Ravenswood Junction the main line turns west, and traversing open forest country crosses the Macrossan Bridge, a magnificent structure spanning the Burdekin River. On the bank of the river we see the works of the Burdekin Meat Export Company, and a mile or two further, at Sellheim, are situated the batteries of some of the Towers mines, pounding day and night at the great truck loads of quartz that we pass as we go on to Charters Towers, eleven miles away.



RAVENSWOOD, NORTH QUEENSLAND.

Photo.: C. E. S. Fryer.



Charters Towers, 82 miles from Townsville

Charters Towers.

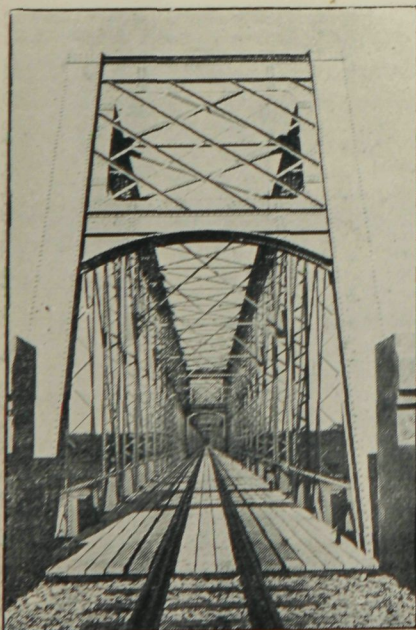
Charters Towers, the foremost gold field in Australia, lies at an altitude of 1,004ft. above sea level, 82 miles westward from Townsville, a run on the railway line of three and a-half hours. The area of the field is about 740,000 acres, and a great number of gold bearing reefs have been worked within this area, some giving fabulous returns. The climate is healthy, and in winter time the air is very bracing; in summer, even when the thermometer is 95 or 100 degrees, the heat is not oppressive, owing to the dry atmosphere, and the residents pursue their avocations with but little discomfort. The town and many of the mines are lit by electricity, and a magnificent supply of water is obtained from the Burdekin River, where an enormous sheet of water has been impounded by the construction of an immense dam across the river, one of the sights a visitor should not miss seeing. The excellent Mining Institute is also worth a visit, as well as the several public buildings, including the General Hospital, which is well supported, and contains every convenience for the care of the many patients who are ever in much regretted evidence in mining operations.

The religious bodies are well represented, and there are numerous friendly and other societies including several Masonic Lodges. Arrangements can be made through the secretary of the companies or the managers of the mines, to visit the great underground workings and the enormous milling plants on the field, and a week can be well filled by any visitor in a very interesting tour. The secretaries and managers will be found most courteous with information anent the mines under their control.

A splendid view of the town, residences, mines, and the surrounding district can be obtained from Tower Hill, one of the tors which attracted the attention of the first prospectors of

up some 200ft. above the surrounding undulating country. The business centres, Mosman and Gill Streets, at one's feet, are alive with the bustle of life, while upon all sides can be distinguished poppet-heads and mullock heaps, marking the position of reefs and mines, famous upon the world's Stock Exchanges—Day Dawn, Queen, Brilliant, St. Patrick, St. George, Victory and many others.

Beyond Charters Towers the line passes over diversified country, well timbered ridges alternating with level forest and open downs stretching away to the skyline. To the north lies a large sheet of water known as Lake Toomby; to the south at Powlathanga is another lake, though rather less in extent. Crossing the Grass Tree Range, we arrive at Homestead, a refreshment station, 125 miles distant from Townsville. Twenty miles or so brings us to Pentland, on the Cape River goldfield area, at an altitude of 1,318ft. on the slopes of the Great Dividing Range. This is one of the first opened fields in Queensland, and the "leads" gave splendid returns of alluvial gold, both at the Upper and the Lower Cape at Mts. Davenport and Remarkable, Oxley Creek, etc., while many gold reefs have been worked at these centres with good returns from the surface. This is also a splendid pastoral centre. Rising to a height of 1,819ft. at Burra, we are near the summit of the Great Dividing Range, an imposing mass of mountain forming the watershed to three river systems—the Pacific system, represented by the Cape River and other affluents of the Burdekin River; the Gulf system, by the Flinders and its feeders;



Burdekin River Bridge.



Mossman Street, Charters Towers

this field in 1871 (Mosman, Clark and Fraser) and which rise



A Western Shearing Shed

and the Inland river system, as shown by the Thompson River, a tributary of the Barcoo or Cooper's Creek. To the north, out from the great range, rise Mount Remarkable, Black Mount, Mount Three Heads, and numerous peaks, sisters in majesty and grandeur. Having crossed the range, we are soon at Torrens Creek, where are large boiling down and meat extract works, an evidence of the immense herds of cattle pastured on the extensive grazing lands hereabouts. For over forty miles we travel, mile on mile, with little in sight except wide open plains, all pastoral country, lightly timbered, with as lavish a growth of magnificent grass as charms all who have the good fortune to view the great wealth of this rich land. At 235 miles from Townsville, we reach Hughenden, situated on the river Flinders, at an altitude of more than 1,000ft. above the sea. Since the expiration of several pastoral leases numerous grazing homesteads and selections have been acquired by graziers and farmers, the town has become firmly established. It has every convenience at hand for commercial life. The hotels are excellent, and considering its distance inland, the town is well provided with the comforts of modern life.

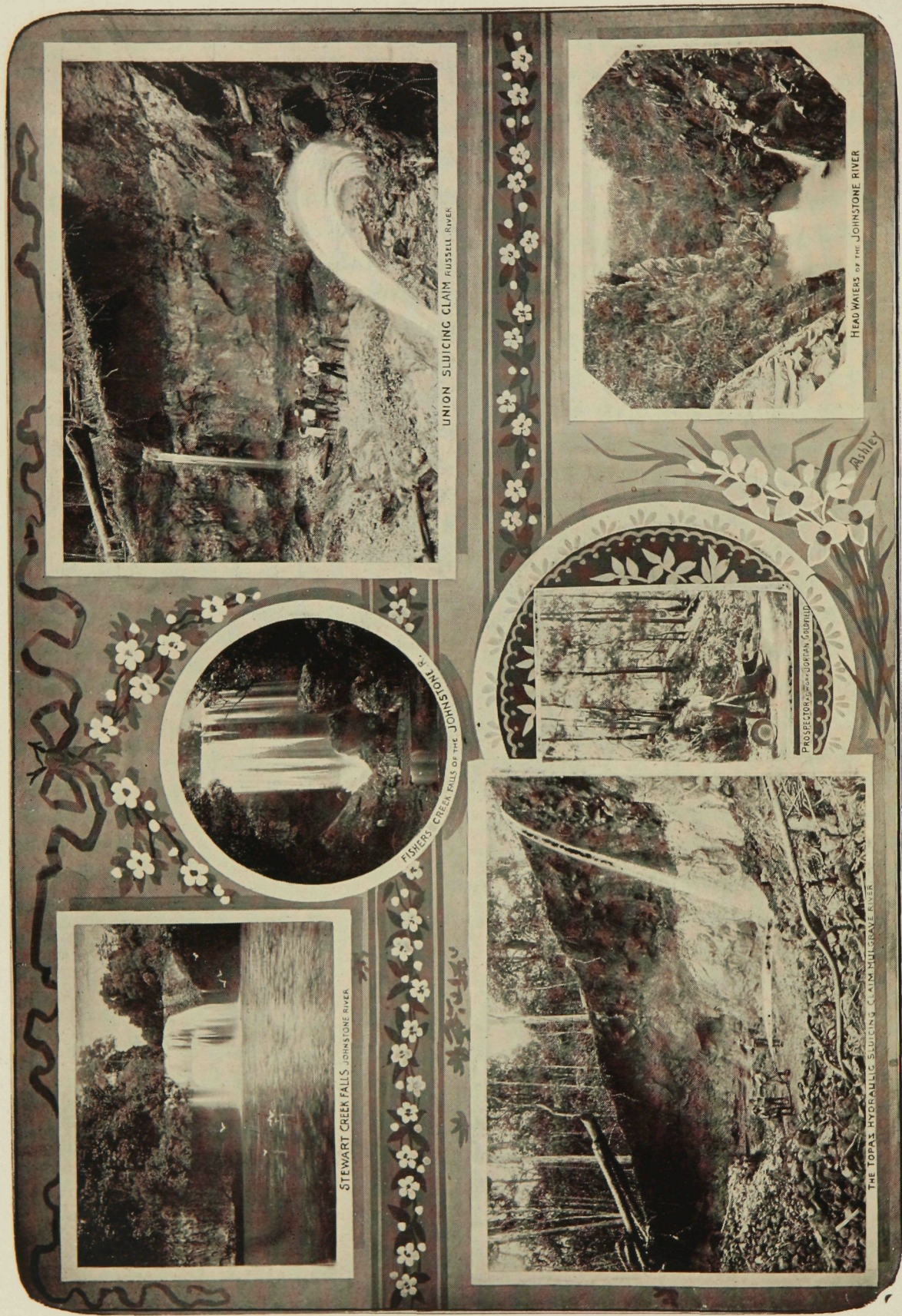
Hughenden is the junction for the railway line south westward to Winton and to Richmond westward. This latter is a continuation of the Main Northern Line, and runs west for

71 miles still over magnificent downs to Richmond, a newly built township created practically by its being the railway terminus. From here construction work is being continued to reach the rich copper mining district of Cloncurry, 183 miles further west. Woolgar goldfield lies to the north some ninety miles, to the south of the Etheridge goldfield. Near Woolgar also exist some splendid deposits of agates, cornelians, etc.

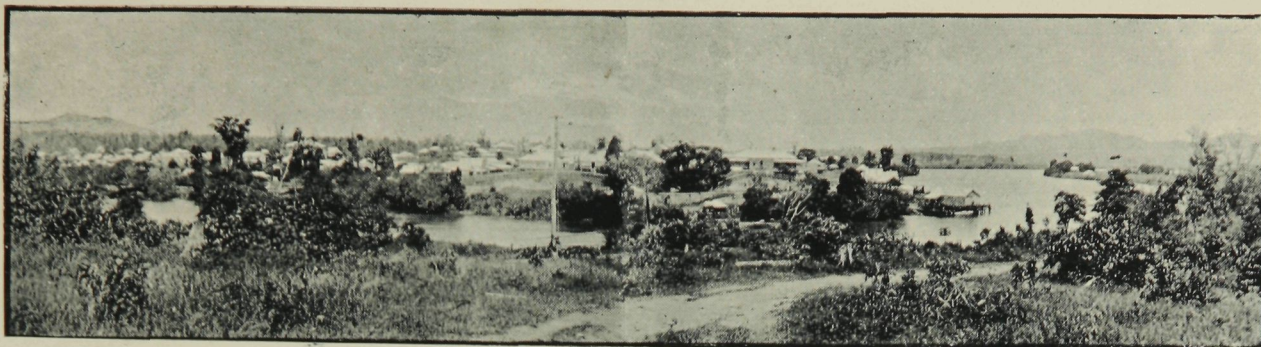
The Winton Line goes S.W. over splendid downs country, where the eye looks out over a principality of rich pastoral country, one of the foremost sheep breeding districts of this State, and a centre where the artesian water system is utilised to a wonderful extent. Winton is the capital town of this region, and, although no one could term its position on these open plains beautiful, still at shearing time, or when the great droves of sheep from the northern stations, or mobs of cattle come down the droving tracks from the west, or more distant Northern territory, the drovers make the town what may be termed interesting. From here is reached Boulia, 240 miles, and other western centres, and Longreach, S.E., 125 miles, the terminus of the Central Railway Line. Every accommodation is obtainable at the various hotels, and arrangements can be made to visit any of the near by stations and witness the various items of station work.



The North Western Plains, Kensington Downs, near Winton



In North Queensland—Views between Geraldton and Cairns.



Geraldton and the Johnstone River, 140 miles north of Townsville. The centre of one of the richest regions in Queensland.

Photo, R. Guthrie.

The Geraldton Tramline

THE difficulties of transport in the Johnstone River district, with its soft soil and heavy rains, were apparent from the first, so with the equipment of each plantation light tram lines were always included. This, however, left the carriage of cane, timber, and the general goods of the settler in other parts of the district to the element of chance. Those upon the river-bank used the stream, and from the distant selections above the rapids a course of Canadian boatmanship was essential. Away from the river, however, settlers were in a very difficult position, and when banana-growing and timber-getting increased, a solu-

these parts, I was able to take a run along this line and witness first-hand a part of the magnificent country which surrounds Geraldton. The line commences at the end of the main street, and then running through the street, adjacent to the wharves, turns at the point where the two arms of the river join, and runs, still along the road, parallel to the south arm, a short distance away. The line passes the outskirts of Chinatown, which does not look inviting, to say the least, and then crosses Bamboo Creek. Beyond here, on the right, is the cemetery, looking somewhat desolate in the morning light. On our left, however, the sun coming over the distant fringe of scrub which girds the river's edge lights up as pretty a river reach as could be seen: island dotted and bordered by dark jungle or green fields of cane, it is an intensely northern scene. The near-by road parallel to us is a quagmire and a team of horses and cart have a great difficulty to get through; but we, with our little Fowler engine and diminutive carriages, steadily joggle on past fields of cane and farmers' residences with no trouble. On the far side of the river is seen the remnants of Fitzgerald's old "Queensland" mill, while, curious coincidence, a white gang of cane cutters on our right are rapidly working their way along the cane rows. A tramline is crossed, going at right angles through a great avenue of cane to the Goondi mill, and further on we draw up at the five-mile. Here we wait while the engine takes a number of trucks along the branch line. To the north-west, over the great, rolling fields of cane, rise the great peaks of Bellenden Ker and the Bartle Frere (5,438ft.), while near at hand stretches out seemingly to an almost interminable distance a great avenue of jungle, between which run the steel rails of the tram line. Near by the junction, a beautiful cataract of water rushes over a shelf of rock stretching across a stream, Shue's Creek, going riverward, passing by a white cane cutter's camp, picturesquely situated on its bank. From the Junction we pass into the great belt of jungle, which to the terminus at 16-miles accompanies us the whole way. Not a yard, however, of this great lone land but what was interesting. Beautiful creeks come down from dark scrub caves over shelves of slaty rock, and swirl



Entrance Mourilyan Harbour.

tion of the difficulty became imperative. Advantage was therefore taken of the Local Works Loan Act, and early in 1899 a sum of £30,000 was granted for the construction of a tram line to tap the country lying between the north and south branches of the Johnstone River. The first section was in length about $8\frac{1}{4}$ miles, with a branch of about $1\frac{1}{2}$ miles from this point. This $9\frac{3}{4}$ length of 2ft. gauge was constructed by day labour for the Council, under the direction of Mr. W. Highfield, C.E., engaged by Mr. Geo. Phillips, C.E., the consulting engineer of the line. The pay of the men ranged from 7s. to 9s. per day, and every satisfaction was obtained by the Council in this work. Mr. Highfield took charge in August, 1899, and by the middle of December the whole of the plate-laying was completed, and with the exception of the station buildings, the line was ready for traffic, the 8-mile section being in fact opened in November by the Hon. G. W. Gray, who is one of the foremost pioneers in opening up these splendid lands. In May, 1902, a further advance of £20,000 was obtained from the Government, and the line completed to the 16-mile, traversing splendid country and giving facilities for the transport of produce for shipment and the development of the country, which would otherwise have been impossible. Thanks to the good offices of the chairman of the Council, Mr. H. L. Gill, and the clerk to the Council, Mr. A. Owen Jones, who is also the Railway Commissioner in

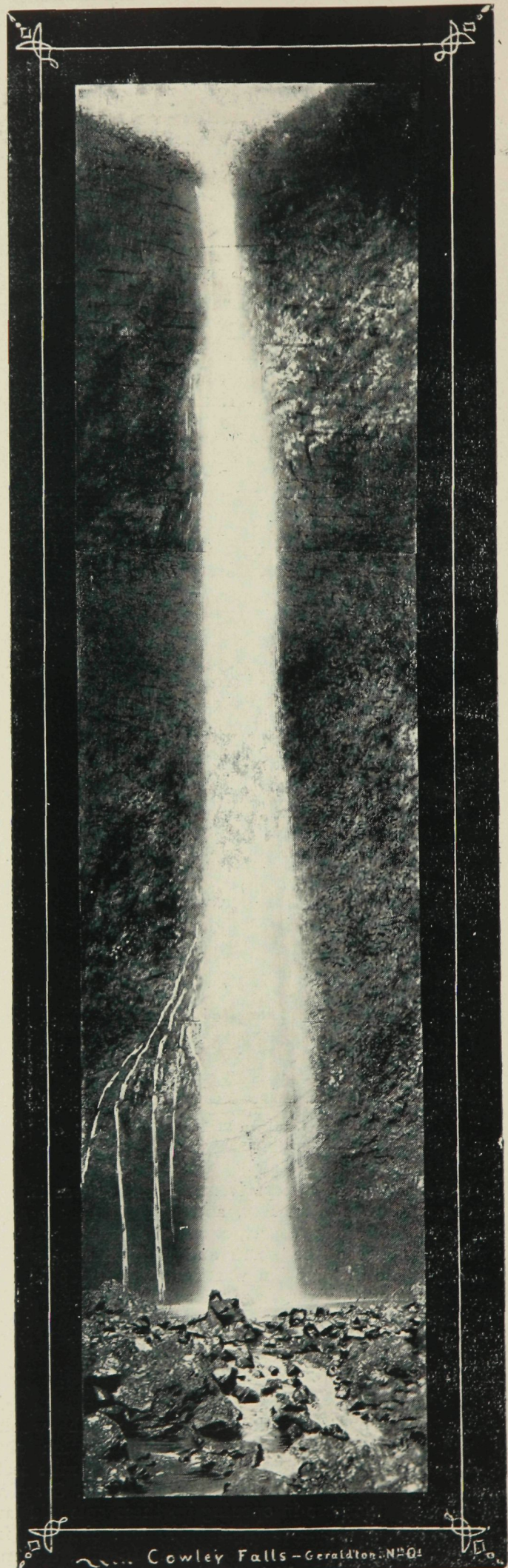


A Typical Creek Scene on the Geraldton Tramline.

beneath the trestle bridge to again lose themselves where festoons of creepers hang from giant trees and swaying tree ferns dip and bow to the swirling waters; or a great cutting shows the rich red loam 10 feet deep to the rails. Sometimes we draw up at a timber-getter's camp—a rude structure at the line side, and out from a narrow track slowly moves a team of bullocks, neck down, straining

at the waggon or chain to which the huge logs are fixed. There are 60 curves on the line, and at each a beautiful vista opens out of nature in its wildest mood. Lichen and lycopod sprout green from base to the 50-foot height of bean and fig, oak and hardwood, while from the high branches from tree to tree loop and swing great creepers, and masses of fern and lycopodiums gather round each base, while the impudent stinging tree sends its beautiful leaves out of, seemingly, each gap between the trees. At Fisher's Creek we passed the only sawmill upon the line, although one would think from the wealth of timber that is upon either hand that there was warranty for several large sawmills hereabout. The creek is worthy of special mention. Swift flowing, with magnificent falls, it comes from a dark pool beneath the near-by scrub, swirls beneath the trestle bridge, dashes past a shingle beach, and falling over a great rocky bar loses itself in a distant bend, where jungle meets jungle in a great arch. Bernie's Creek is crossed at 14½-mile, a narrow stream which finds its way by a series of portages, cascades, and dark pools, its course marked by the glinting rays of the sun, which has now risen high enough to have full play on the streamlet's course, turning to silver and gold the myriad leaves of the scrub. Two and a-half hours from Geraldton we were at the terminus, still in the midst of rich tropical growth, which continues on for 50 more miles westward, and north and south for over a hundred miles each way. One hears glowing accounts of the richness and extent of the scrub lands in this locality, but an understanding of its illimitable possibilities cannot be obtained unless a personal visit is made. The richness of its soil, the generous rainfall, ranging from 100 to 250 inches per annum; the ranges of heights, all jungle covered, from the sea level back to the tablelands on the range 3,500ft. above sea level, make it a principality whose magnificence can scarcely be conceived.

The afternoon was spent in a journey through the scrub, some nine miles, where from a crest of cliff we literally "dropped" 500 feet to the foot of the famous Cowley Falls, one of the grandest sights of North Queensland. The water in a great stream travels through dense scrub as Durbudgerabah Creek, and then suddenly falls a sheer drop of 308 feet to the rocky depths below. Beautiful lichen and ferns grow on the cliff-side, sprayed and swayed by the storm of waters that fall in thundrous clamour eternally below. Jungle-covered, the banks on either side rise to the far-away heights, framing the strip of silver in purple, red, and gold, as the spray moves the leaves into sun and shade. The waters, after leaving the deep, rocky pools at the foot of the fall, rush in great cascades to the Johnstone River—a distance of a few chains, falling in this distance some 150 feet. The scene is one never to be forgotten; and although the climb down and up is very difficult and exhausting, one is well repaid by the magnificence of the scene. The following morning we went some four miles northward by the Towalla track; magnificent scrub soil right to the river-bank. Giant trees—bean, silky oak, crow's ash, etc., etc.—interlaced with lawyer vines and stinging trees, accompanied us the whole way, until at the junction of the swift-flowing Rankin Creek—we looked from a grassy knoll over the wide Johnstone River. Downstream the water running on the north bank had made a cliff of dark loam, while from where we stood stretched a beautiful shingle beach, making again to steep banks, where the current from the north side swept across and round the bend of the stream. Upstream Rankin Creek swept through a great bed of sand 300 yards wide, and marking the bank of the Johnstone River until, half-a-mile away, the stream was hid in a bend of its course, and over all the gloom of the jungle-like scrub that lines each side, from the Goondi Mill, 12 miles downstream, to the highest points of the distant range. My friends, intimate with the district, assured me of the auriferous nature of all the sands along the river, and looking at the list of gold-producing areas adjacent upstream, one could well credit the fact. On the far side of Rankin Creek rises the scrub-covered Chinaman's Ridge, where good gold was obtained. Opposite to us are the old Bartle Frere diggings; beyond lie the Towalla diggings; upstream again are the Jordon's Creek and Douglas Creek mines, while on every side from where the great head of Mt. Bartle Frere rises over a gap in the scrub, to where the range in the south turns eastward to the sea—in all this great valley gold in varying quantities has been unearthed. Midday, and the train came once more from Geraldton, and back along this line we went, pulling up and hooking on and off at seemingly every mile, until as we drew up once more in Geraldton, the diminutive but powerful engine had a trail of trucks—banana or timber loaded—running behind the single carriage like a huge snake.



Cowley Falls—Geraldton—N^o 1
Cowley Falls, 308 feet high. 24 miles from Geraldton,
Geraldton—Herberton Track



Cairns, from the Harbour

Photo.: Handley & Atkinson,
Cairns.

Cairns, North Queensland.

NORTH from Brisbane almost 600 miles, there lies one of the most picturesque regions of the continent of Australia. This area includes the watershed of the Russell, Mulgrave and Barron Rivers, and their numerous tributaries, on the eastern side of the Main Coast Range, and the head waters of the Mitchell, Walsh, Tate, Wild, and Herbert Rivers on the western side. The territory herein included totals upwards of 2,500 square miles, and is broken by numerous ranges, the chief of which is the Coast Range, which rises to the east, and is jungle covered in great part, with here and there belts of open forest or rich alluvial tableland. Cairns, the commercial centre for this rich region, stands at practically sea level on Trinity Bay in Lat. $16^{\circ} 55''$ S. and Long. $145^{\circ} 47''$ E. One of the most commodious and best sheltered harbours on the Queensland coast. Entering the bay from the south, after rounding Cape Grafton and False Cape, one cannot fail to be impressed with the haven Nature has formed here, or charmed with the splendid view laid out before him.

North and south stretch the shore lines of white sand, with here and there roofs of the houses which line the beach showing brightly out between numerous cocoanut and other tropical trees. The wharves are noticed at the mouth of what is known as the Inlet, which, like a huge river, goes inland for some eight miles. Beyond the wharves can be seen a mass of buildings denoting the position of the town, while beyond rises up a great amphitheatre of scrub-covered range rising at some points to upwards of 3,000ft. It is the seaport of an immense tract of sugar-growing lands to the south and of the mineral lands of Chillagoe (copper), Herberton (tin),

Hodgkinson (gold), the Einasleigh (copper), and Etheridge (gold, etc.) The timber and agricultural lands of the Barron, Mulgrave and Russell Rivers, and the rich Atherton scrub also send an increasing quantity of their products each year. Situated as it is, Cairns receives all the benefit of the sea breeze, and is remarkably cool considering its latitude. Abbott Street is the principal business thoroughfare, stretching from the wharves northward, and is dotted with some magnificent specimens of northern shade trees. Every class of business is represented in the town, and attention is also paid to social matters, there being several lodges of fraternal societies established here. There is a large State School, several churches and many public buildings of importance.

The Cairns sugar-growing district extends from about two miles south of the town to the Mulgrave River, and then along each bank for several miles. In fact, sugar lands may be said to extend the whole distance to the Johnstone River. There are two sugar mills working, the Hambledon Mill and the Mulgrave Central Mill, each aiding in the development of the district. Hambledon Plantation was originally the property of Messrs. Swallow and Denham, and was acquired in 1897 by the Colonial Sugar Refining Co. It lies some 9 miles south of Cairns, at the base of a semi-circular range of hills which rise with graceful slopes out of a fertile valley, which comprises the land being cultivated for cane. The Mulgrave Central Mill is on the left bank of the Mulgrave River, 8 miles from Hambledon, and 16 miles from Cairns, and is in the centre of one of the richest agricultural areas in northern Queensland. The mill was erected under the Sugar Works Guarantee Act and the success of the enterprise is a high compliment to those who initiated the venture and assisted in its fulfilment. In connection with this mill has been constructed what is known as the Cairns-Mulgrave tram line. This was built by the Cairns



Timber Team Hauling Cedar Logs, Atherton, North Queensland

Photo.: C. E. S. Fryer

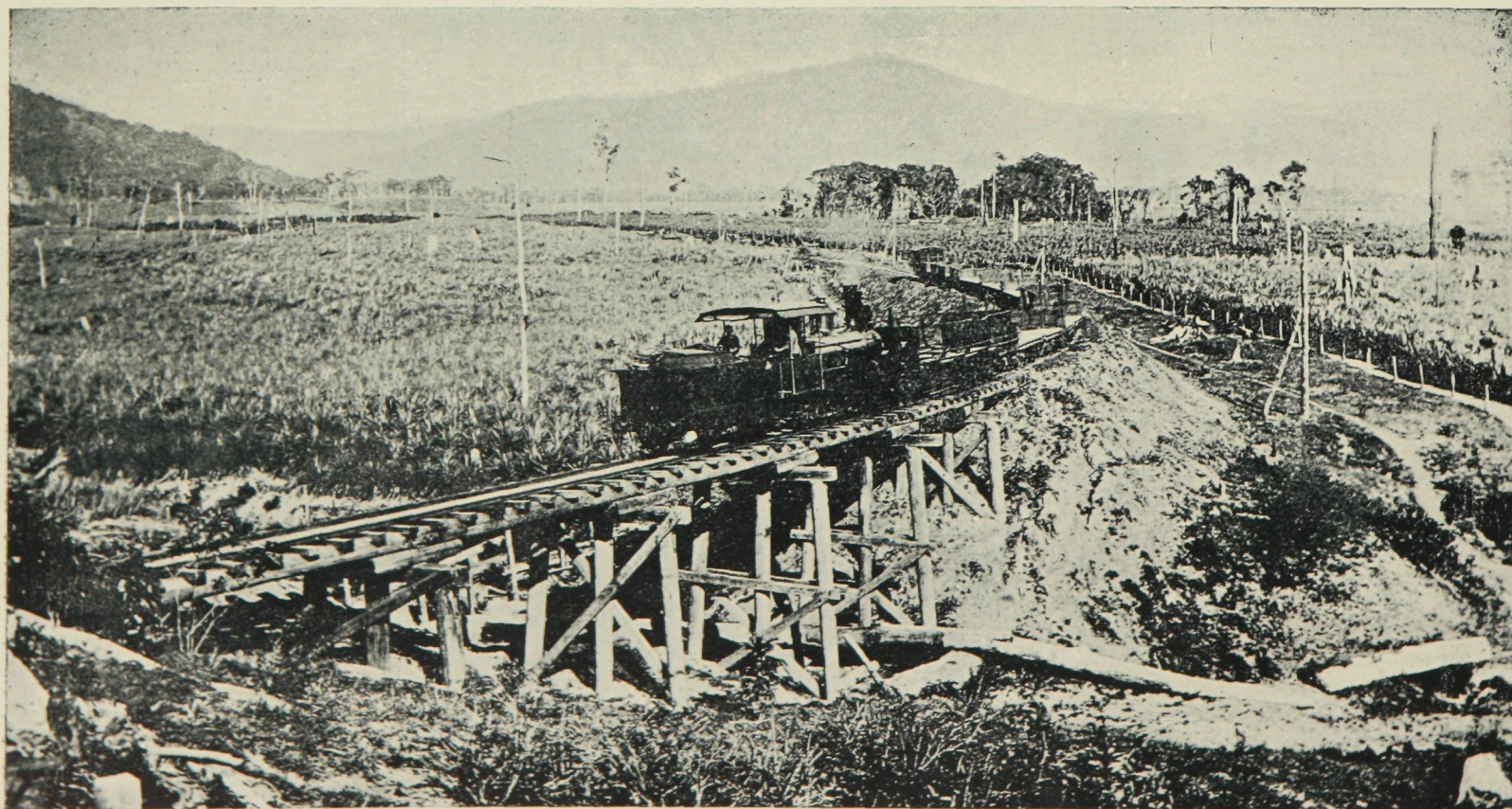


On the Mulgrave River

Shire Council, and furnishes an example of progress resulting from improved means of transit that other places similarly situated would do well to follow. The tramway, to all intents and purposes a railway, is of 3ft. gauge, and extends from Cairns Railway Wharf south through the sugar fields above referred to, across the Mulgrave River at the Central Mill to Harvey's Creek, a total distance of 31 miles through magnificent sugar lands and splendid tropical scenery the whole way. Thanks to the exceedingly good management of the clerk to the Board, Mr. J. J. O'Leary (who is the railroad superintendent), the section built so far has been very successful, and there is a great likelihood of the line being continued much further south. The line has been constructed by moneys lent under the Local Works Loan Acts of 1880-1899, which Acts allow for a period of forty years wherein the amount of principal and interest is to be repaid, in annual instalments. The plans and specifications were drafted by Mr. Geo. Phillips, C.E., who is well-known and highly esteemed as one of the ablest civil engineers in the State, and who, since the commencement

of the work, has acted as consulting engineer to the Board. A trip along this line is full of interest, and should not be missed by any visitor to Cairns. The crushing season, when the fields of cane are at their best, runs from June to December.

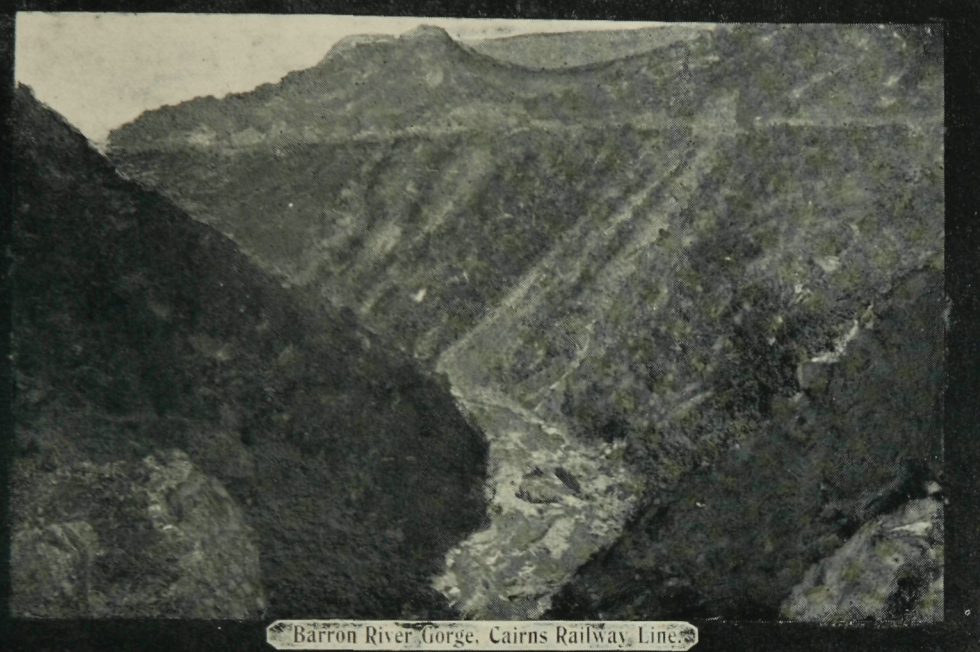
Rice and coffee are also largely grown around Cairns, giving excellent profits, and in addition, tobacco, arrowroot, ginger, pea nuts, and all kinds of tropical fruits, mangoes, pau pau, bananas, etc., flourish luxuriantly. Inland, especially in the famous Atherton Scrub, maize, oranges, and other products are grown in increasing abundance each year. Cairns is a splendid timber region, the rivers Russell, Mulgrave and Barron each flowing through a country particularly rich in timber. The alluvial flats and higher ridges are covered with almost impenetrable jungle, in which abound magnificent cedar, silky oak, pine, bean-tree, acacia, red and white beech, cypress pine, bloodwood, mahogany, chestnut, rosewood, and numerous other splendid timbers, whose trunks tower nearly 200ft., silent sentinels guarding a treasure trove yet to be despoiled. As instancing their beauty, diversity, and capabilities, there are upwards of seventy varieties obtainable in varying quantities, and of every description of gravity, hardness, durability, toughness, grain and beauty. Splendid scenery exists along the banks, and in the adjacent ranges of each of these rivers and their numerous tributaries, while good shooting and fishing is obtainable at almost all times in the district adjacent. From October to March countless numbers of the Torres Straits pigeon and white nutmeg pigeons are to be seen about the scrubs, and scrub turkeys and hens, paddymelons, wallabies and several varieties of pigeons are to be had. Near the swamps on the lower lying land are pelicans, native companions, snipe, and many varieties of ducks, while an occasional alligator may vary the proceedings. Alligator shooting requires considerable caution and some knowledge of the great saurian's habits, and one requires to be a dead shot with the rifle. The alligators here grow to 25ft. in length. In these scrubs the naturalist has ample scope for his hobby, whilst the botanist finds a wonderful store of Nature's handiwork. In mining, the district stands first in Queensland at the present moment. The wealth of Chillagoe, the Walsh and Tinaroo districts, Hodgkinson, Tate and Russell Rivers and other centres, rich in gold, silver, copper, tin, wolfram, molybdenite, etc., are at her door, while further west is the great mining district of Etheridge, awaiting but the railway to bring her rich possibilities to the front.



On the Cairns—Mulgrave Tramline



Barron Falls.



Barron River Gorge, Cairns Railway Line.

Engraved by Traill Brothers Brisbane

CAIRNS

CHILLAGOE

Railway

Line.

Cairns, Atherton and Chillagoe.

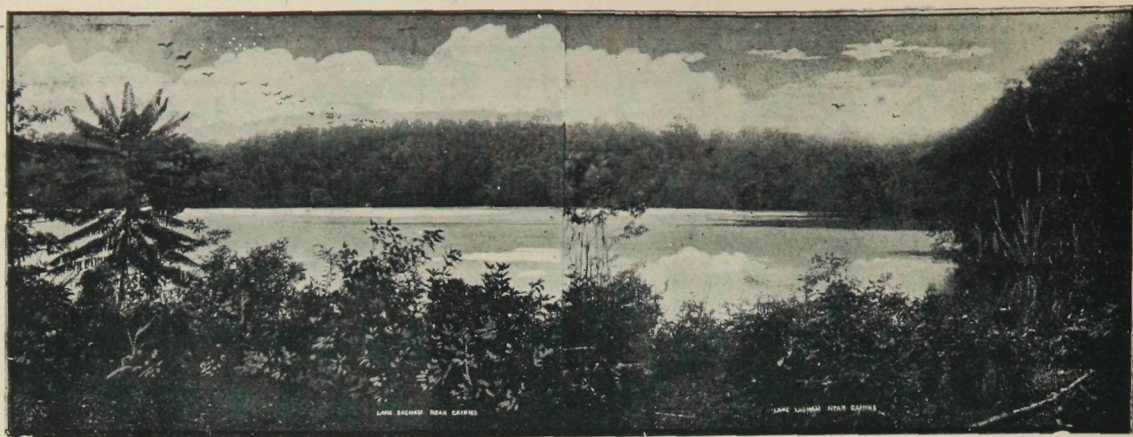
TO a visitor from any part of the world a journey to this part of Queensland would scarce be complete unless a trip were taken along the railway line running between Cairns and Chillagoe, and especially the section traversing the sides of the picturesque Barron Gorge and by the famous Barron Falls. After the first three miles of sandy country, the line passes through a portion of the rich agricultural lane adjacent to the Barron River, and fields of rice and maize are seen as Stratford is passed. The Government State Nursery is to the right at Kuranda and is in every way worthy of a visit. The Nursery contains a splendid collection of North Queensland and New Guinea growths, as well as economical plants and orchids from various parts of the globe. Here the line enters the vast scrub, which extends on all sides for hundreds of square miles. It covers the adjacent mountains with tropical verdure to their summits, save where some rugged scarp stands out abreast the range. As the line winds through cuttings made through the rich chocolate soil which underlies the jungle, the extent of the progress which awaits the township of Cairns in the future can be gauged. Mounting higher and higher, as the base of Mount Williams, 3,600ft. high, is rounded, the views for which this line is famous come quickly before the eye, and in a short time the magnificent panorama of the Barron River valley spreads eastward before one. This valley, ocean bordered, and range-girt with the silver stream of the river glistening between its jungle-clad banks to the sea is most picturesque. Change of vista is continually with us as the train speeds along by ravine or over scrub-covered gorge and through numerous tunnels, cuttings and windings, which betray the wild region now entered. Keeping parallel with the Barron Range for a number of miles, skirting the steep slopes which descend sheer, hundreds of feet to the rock-strewn river bed below, we enter Stoney Creek Gorge and shortly after this cross the gorge by a long iron trestle bridge, a triumph in engineering skill, erected so near the Falls that the spray from the falling water is oftentimes swept across the bridge. Beyond here a continuation of this scene of wild magnificence, unequalled in Australia, is unfolded to view. The vast depression, around the edge of which we are travelling, and what is known as the Barron Gorge, stretches out southward to the forest-covered

Barron Valley from which we have ascended. On each side rise the scrub-covered mountains, scarped on the side where great cuttings have been made by the navvies in the building of the line, topped here and there by some great headland standing out from its sister bluffs. Crossing Surprise Creek Bridge, where one may look down to a depth of 600ft. into the rocky depth below, and the pretty Mervyn Creek, we emerge in sight of the world-famed Barron Falls, nineteen miles from Cairns, and 1,060ft. above sea level. At these Falls the water makes a sheer descent of 700ft. to the bed of the river beneath. Standing in sight of this majestic work of Nature, no one can cavil at the lavish praise bestowed on this scene. A feeling of awe seizes the onlooker, as, standing on a rocky buttress, he watches the water sweeping from the reach of the river above, flanked by imposing scrub-covered ranges, then swifter and swifter flowing, till it breaks over an immense face of rock, and tumbling and dashing from ledge to ledge, falls into the immense chasm beneath. An accommodation house commanding a view of the Falls has been provided by the railway authorities for picnic parties, and every convenience has been arranged to make the visit both pleasant and safe. Visitors stay at Kuranda, two miles beyond the Falls, where there are good hotels, and where the river furnishes excellent boating, swimming and fishing. The journey to this point is about two hours. The line from here to Mareeba keeps close to the Barron River almost the whole way, giving beautiful views and stretches of river scenery like to the Wye and Severn in Wales, and then through forest country to Mareeba, 46 miles from Cairns. Mareeba is a substantial township, 1,325ft. above sea level, marking the junction of the Chillagoe Railway, owned by that Company, and the Cairns line. It has numerous business houses, hotels, etc., and is rapidly growing into a centre of much importance.

From here also runs the line to the famous Atherton Scrub, a distance of twenty-two miles. This line has been constructed to open up the rich lands that exist in an almost limitless extent to the southward. The line, after leaving Mareeba, steadily rises the whole way until the terminus, a pretty township, is reached, at an elevation of 2,466ft. Much progress can be noted at Tolga. Several sawmills are seen at work upon the splendid timbers from the scrub, while daily, train lengths of huge logs are transported to Cairns for treatment there, or for shipment south. From Atherton may be reached the tin mining centre of Herberton,



The Barron River, near Kuranda



Lake Eacham, near Atherton (250 feet deep)

twelve miles, and other centres of mining interest. From here, also eastward can be reached Lake Eacham, a huge sheet of water at the junction of Lamb's and the Johnstone Range, some 2 miles long and 250ft. deep. It appears to be the site of an extinct volcano, and with its fringe of dark jungle, and the water equally sombre looking, one is not surprised at the feeling of repulsion which the local aborigines have to bathing in its waters. It is near the old track by which the packers and miners used to go to Goldsborough, a mining centre on the Mulgrave River. A few miles north, on the summit of Lamb's Range, near the track between Geraldton and Boar Pocket, is another huge sheet of water, Lake Barrine, and to the south of Lake Eacham, in the range also, is a smaller lake. Good shooting is to be obtained at times in and about these precipitous gorges.

The Chillagoe Line

The Chillagoe line goes from Mareeba westward over country chiefly interesting, because of the rich mineral country which is adjacent the whole 93 miles of its length, and westward to the Einasleigh and the Etheridge mining districts. Although a private line, and owned by the Chillagoe Railway and Mines, Ltd., its plans and construction were approved of by the Government officials, and the work is of the best throughout, a credit to all who assisted in its construction. It is built for mineral traffic, and its rolling stock and engine are of the heaviest type. The numerous bridges required in its length of line, crossing the many creeks, are exceedingly fine. One, especially, crossing the Walsh River, has an interesting history, the bridge having been mainly constructed, it is stated, of the material which was left of the Victoria and Indooroopilly Bridges, Brisbane, after the disastrous floods of 1893. At 27 miles from Mareeba is Dimbulah, the starting place for the

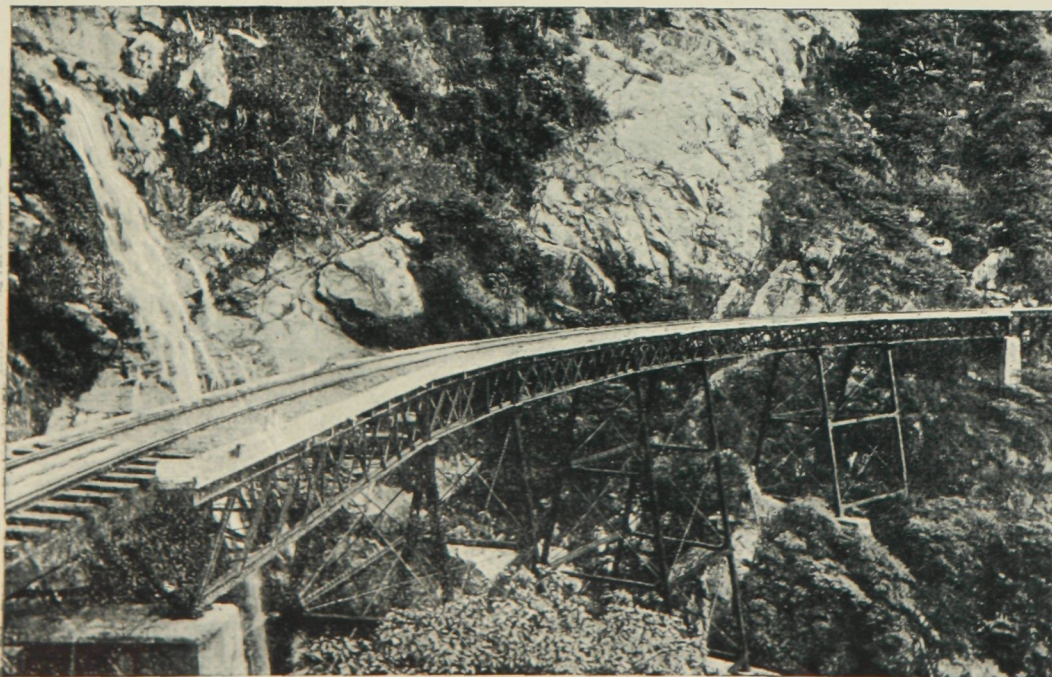
Hodgkinson goldfield, Thornborough being 19 miles, Kingsborough, 23 miles, and Woolfram Camp, 15 miles distant.

Boonmoo, thirty-five miles from Mareeba, is the starting point of the Stannary Hills Mines Railway. This line goes 21 miles south to the Company's mines on Eureka Creek, passing the entire distance through a series of rocky gorges, and most picturesque scenery, and terminating at Rocky Bluffs, the creek a sheer 1,000ft. below the terminus. Irvinebank is usually reached per this line, and also the famous Innot Hot Springs.

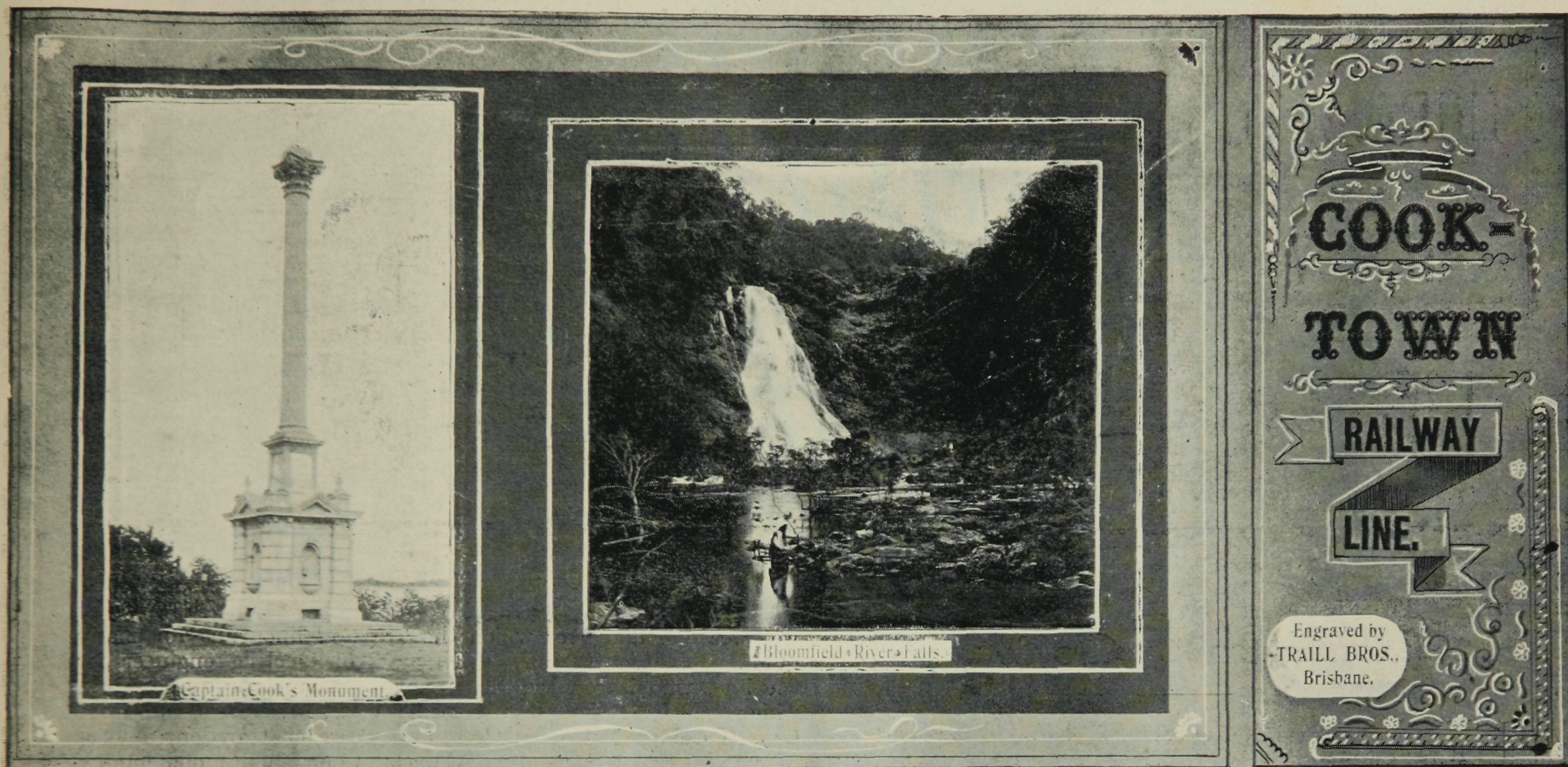
At Lappa, fifty-six miles, junctions the line from the Mt. Garnet Freehold silver and copper mines, a distance of thirty-two miles. This railway circles round the face of the ranges the whole way, giving at each mile a new outlook over the intervening rugged country. In addition to the mines at Mt. Garnet, splendid mineral country exists upon all sides. Coolgarra tin and copper mines are reached from here, 12 miles, through fairly rough country, where the line to the Etheridge goldfield will commence.

At Alamadan, 70 miles from Mareeba, the coach leaves for Georgetown, 150 miles westward, and Croydon, 250 miles. Muldiva silver-lead mines are twelve miles west, and the Tate River tin mines, forty miles S.W. The main line continues past several groups of mines belonging to the Chillagoe Proprietary, adjacent to the line, and to which is constructed short branch lines, to Chillagoe. Near here, on Station Creek, are the enormous Smelting Works of the Chillagoe Company, and which are well worth the journey to see. Near Chillagoe also are the famous limestone ranges of Chillagoe, caverned with wonderful caves which are of never ending attraction. The limestone first makes its appearance near the junction of the Muldiva and Chillagoe roads; further along some miles it rises into masses of huge escarpment, varying from 200 to 300 yards long and 100 yards wide to broken ranges, extending almost continuously for four or five miles, and half-a-mile or more in width. The number of the caves in the different ranges are so many that it is impossible to enumerate them, and visitors can spend weeks viewing their extraordinary features.

From Chillagoe the main line goes on past Zillmanton to Mungana, ten miles from Chillagoe, where amidst more great mining operations and caves, the line terminates. Altogether with branch lines, upwards of 150 miles of lines have been constructed in this district by private companies involving an expenditure of over £700,000 on the field. North some twenty-five miles from Mungana are the Tartana copper mines, and further north, twenty-five miles are the O.K. mines, while at various points in the surrounding country are numerous mineral lodes being developed, and which will add further great value to this already rich region.



Stoney Creek, Cairns Line



Cooktown to Laura.

COOKTOWN, one of the prettiest places of Northern Queensland, lies at the foot of what is known as Grassy Hill, which rises up 570ft. between the town and the sea, on the south side of the entrance to the Endeavour River. The view from the Grassy Hill Lighthouse is incomparably beautiful—the main street, Charlotte Street, at the bottom of the hill, showing very prominently. At the foot of the street can be distinguished two monuments, landmarks in Cooktown's history; one recording the spot where 136 years ago, Captain Cook beached his vessel, the Endeavour, for repairs; the other being erected to the memory of Mrs. Watson, the wife of a beche-de-mer fisher, who was attacked by blacks from the mainland, when living upon one of the lonely Lizard Islands. Managing to escape with her young babe and a Chinaman in part of an old ship's tank, used in the beche-de-mer preparations, she drifted, beneath the rays of a tropical sun, at the mercy of wind and current, on to a desolate island, where, after five days without food or water, they perished. A diary kept by Mrs. Watson told the sad story, the bitterest part of which was that the next day, following a rainy night, a boat's crew called at the island and found the touching record. At the back of the western range is the famous goldfield of the Palmer River and tributaries, from which gold that can be measured by tons has been taken. Splendid coal and other minerals have been found westward of Laura, worth the attention of mining men. Leaving Cooktown, a railway line keeping on the south bank of the Endeavour River stretches almost due west for 67 miles to Laura, on the Laura River, a tributary of the Normanby. Outside Cooktown, Mount Tully is visible on our left; while across the river to the north, amidst the adjoining ranges, is the well-named Mount Fantastic. On by stately ridge and open forest, with Dickson Range in the south, rearing its shapely edges to the sky, we come to the junction of the sources of the Endeavour River; thence past Henderson's Range to the Normanby River, twenty-eight miles from Cooktown. Beyond this river the country changes to desert sandstone, and now are seen those curious instances of insect architecture peculiar to this region. A species of white ant builds a nest from three to seven feet in height, in the exact similitude of a cathedral, with

spires and turrets rising above the perpendicular walls, from which buttresses project with a regularity not surpassed by human skill. Leaving Welcome and Landsowne stations behind we arrive at Laura River, a tributary of the Normanby, and by an iron bridge we cross to Laura Station, the terminus of the line. Splendid coal has been found adjacent to Laura, and copper lodes are being opened up with promising results. At a not great distance, much mineral country exists both north, south and west, and is also worth the attention of mining men. A coach leaves Laura for Maytown, fifty-four miles away, in the centre of the Palmer goldfield, whose one-time fabulous yields of alluvial gold attracted thousands of miners. The field is now awaiting the enterprise of the capitalist to produce from the numerous rich reefs that intersect the ranges in all directions, and from beneath the overlying beds of basalt, further millions of pounds' worth of the precious metal. Communication is held with the Starke, Hamilton and Coen Goldfields, 150 miles to the north, while from Laura goes the main northern telegraph line, which traverses Cape York Peninsula to Thursday Island.



Cooktown from Grassy Hill

NORMANTON

RAILWAY

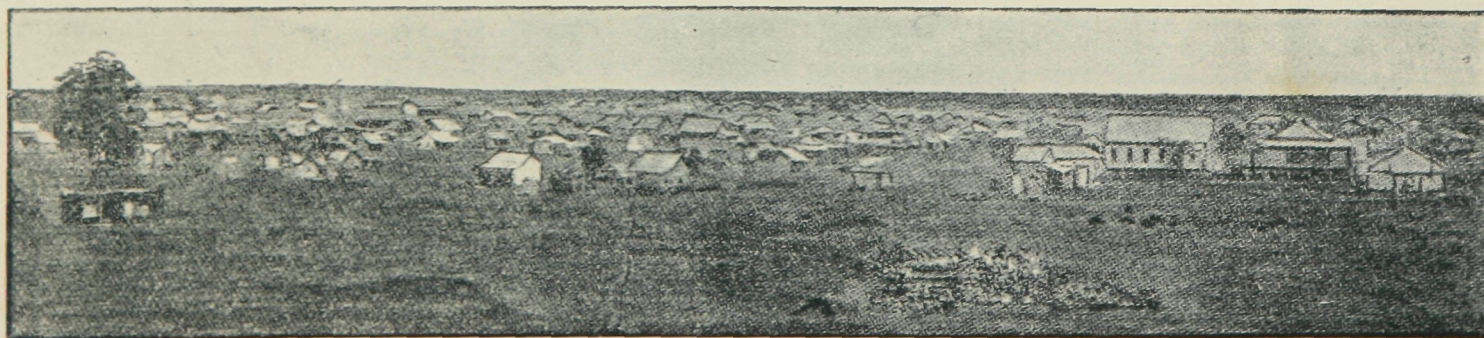
LINE.



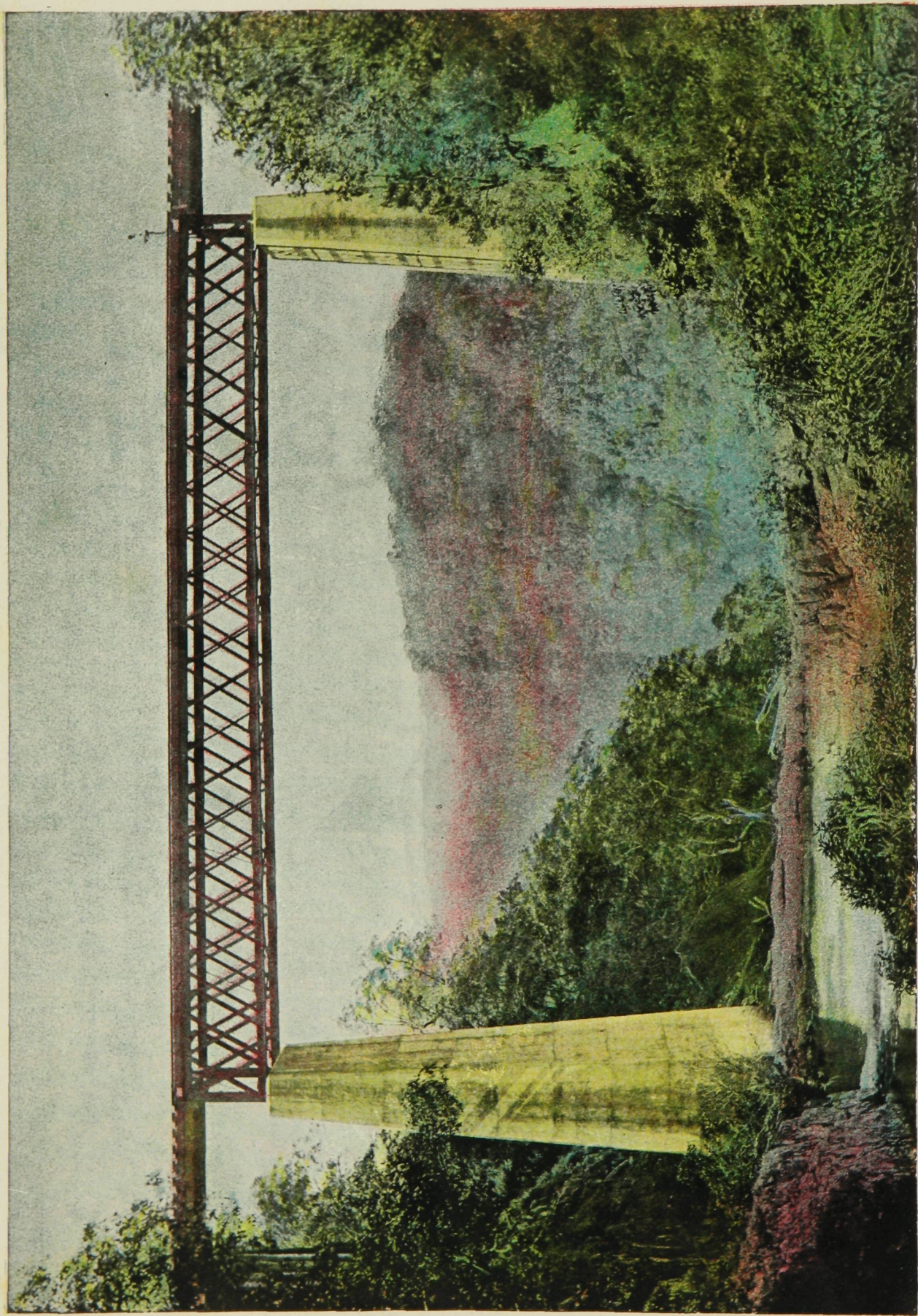
Normanton to Croydon.

NORMANTON is situated on the left bank of the Norman River about twenty-five miles, in a direct line, from the mouth. It is the chief port of the Gulf of Carpentaria, and is the outlet for the rich pastoral lands of the Flinders and Leichhardt Rivers, as well as for the Croydon, Etheridge, Gilbert and other rich mining centres. The town is built for the most part on slightly elevated gravel ridges; the municipality has an area of over five square miles, and upwards of £5,000 has been expended upon the streets. From here the railway line goes to Croydon, ninety-four miles away. Immediately outside Normanton, the soil is described as rather poor, but at Glenore, where the River Norman is crossed, fine pastoral tracts are entered, and for miles the train winds through open bush and plain lands. Near Creen Creek railway station, seventy-six miles from Normanton, the telegraph line branches from the Croydon telegraph line, and after following the Carron or Creen Creek crosses to the Gilbert and Etheridge goldfields and on to the eastern coast, 400 miles away. Of special interest to railway men are the sleepers upon which the rails are laid. For many miles these are trough-shaped steel transverse sleepers, first laid as an experiment on the Fassifern line. When this line was built it was decided that this pattern should be used on the country which is very boggy in

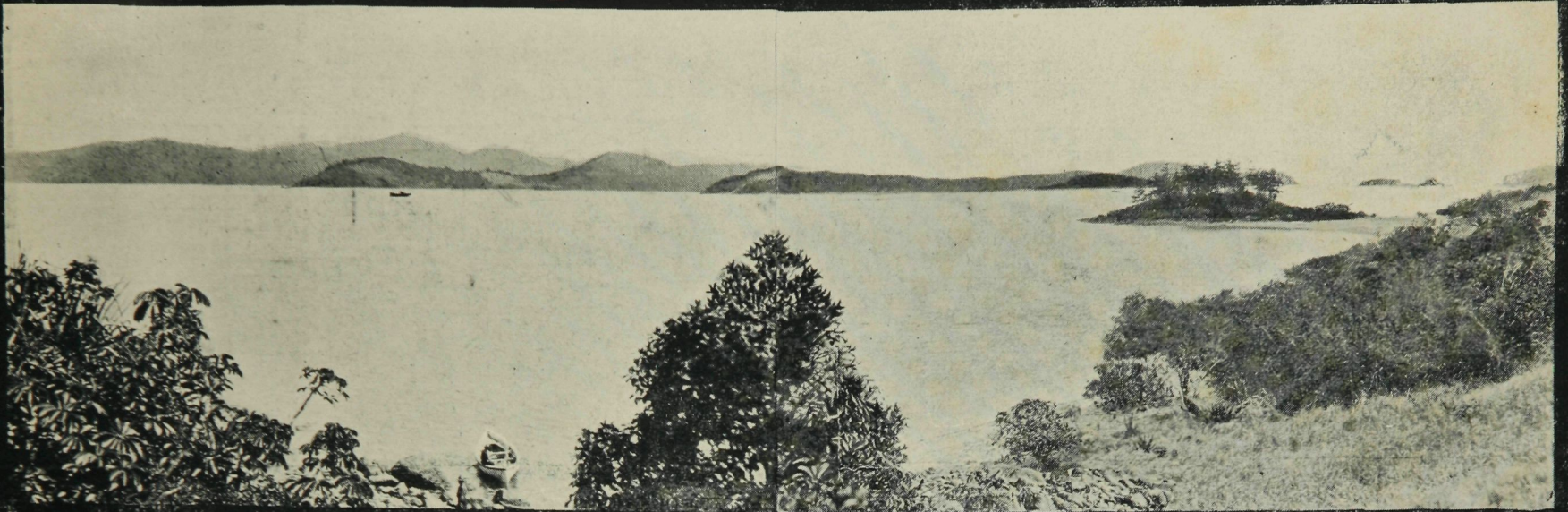
wet weather, and over which the Croydon line runs for many miles. Mr. Geo. Phillips, C.E., and constructing engineer for the line, who introduced this innovation, supervised the work, which answered the purpose admirably. An hour's run from Creen Creek, past Golden Gate, and we reach Croydon, ninety-four miles from Normanton, the centre of the famous mining district. The rich reefs extend for many miles on all sides of the town; on the north to Tabletop and Golden Valley, south to the Croydon King and the Moonstone, while east and west for several miles rich auriferous reefs abound. It is computed that over 100 reefs have been tested, the principal being the Golden Gate, Iguana, Highland Mary, Lady Mary, Harp of Erin, etc. Iguana Hill furnishes a striking view of this gold-yielding territory. The plain immediately at the base gives place to ridges and hillocks extending northward and eastward to the Etheridge goldfield, and the auriferous country of the Einasleigh River basin, southward as a more continuous range—the Gregory Range, to the broken country of the Woolgar goldfield. Away to the south-west over fine pastoral country across the Clara, Saxby, and Flinders waters, and on Cloncurry River, a tributary of the Flinders, lies the immense mineral region of the Cloncurry, 250 miles distant, where are copper and iron deposits of enormous value. Valuable gold reefs have also been worked there, and many precious stones found. Croydon is growing steadily by reason of the valuable discoveries made as the shafts are sunk to still greater depths, and is attaining pre-eminence over many older mining towns.



Croydon, North Queensland



Bridge over Surprise Creek, Cairns Railway Line.



In Whitsunday Passage Between Mackay and Bowen

Photo. : C. E. S. Fryer

The Coast Line of Queensland.

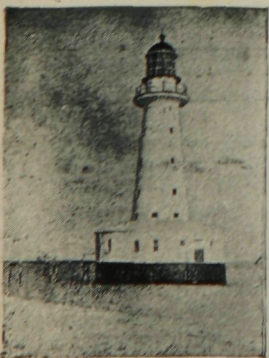
THE coast line of Queensland stretches for upwards of 1,200 miles, from Point Danger, in the south temperate zone to the tropic seas which beat on the beautiful islands of the pearl strewn waters of Torres Straits, and round by the Gulf of Carpentaria, to the boundary line of this State and South Australia. Few are the harbours on this long line of shore, and the rivers are of no great magnitude. Nature, in her whimsical mood, saw, as it were, no need for harbours of refuge in this quiet sea, where storms so seldom break. But, for the protection of the shores against the beating waves of the Pacific Ocean, she has built up a line of reef and island, which sentinel-like, stands out along almost the whole length of the coast.

"Thick clustered beauties, as though the hand had brought
Earth's fairest fragments to the common spot;
Or Nature's richest chest of jewels rare
Perchance had fallen, burst and scattered there."

The mainland is an ever changing scene of cloud-topped mountains and rugged scarf, or quiet bays with circlets of glittering sand, backed up by dark forest or grassy hill, while seaward stand out grim sentinels of giant rocks, or pine topped, sand-edged islets in an emerald sea.

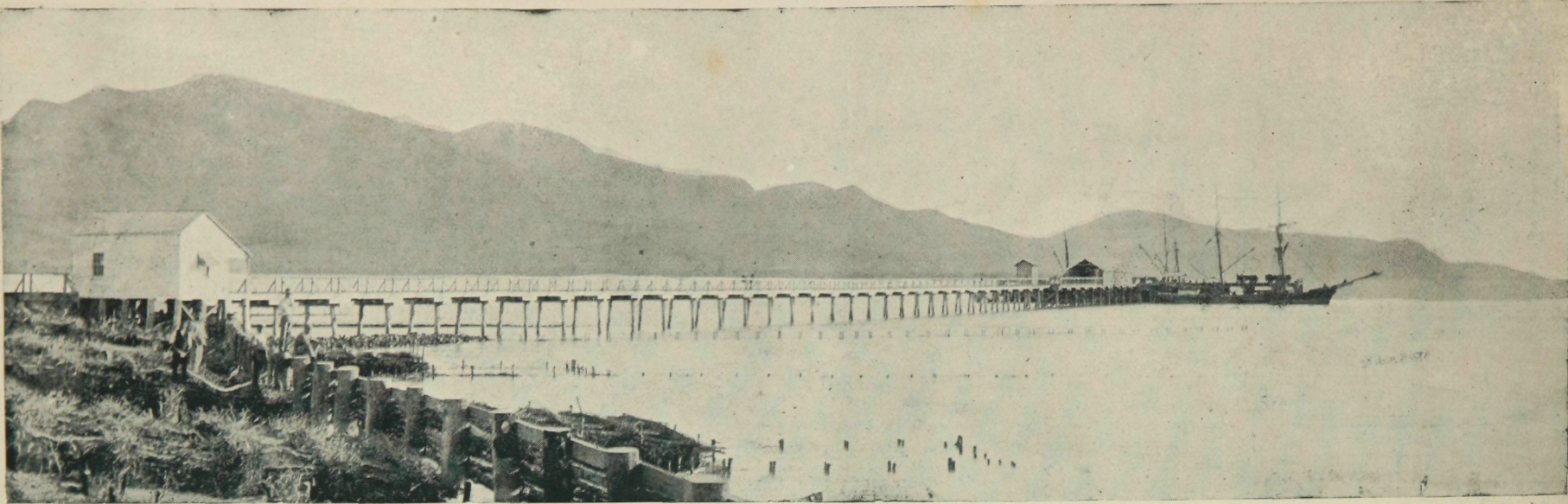
Gladstone, on the beautiful harbour of Port Curtis, was our starting point, and steaming down the land-locked harbour from Auckland Point, we were soon past the surf beaten rocks of Gatcombe Head, and going northward. Forty miles brought us to the great scarred head on which Cape Capricorn Lighthouse is built, at the northern point of Curtis Island, and just beyond

is Keppel Bay. Eastward we see the great mangrove flats, which mark the entrance to the Fitzroy River, and further inland, note the distant range near which lies Rockhampton, on the banks of the Fitzroy River, thirty miles from its mouth, the principal town in Central Queensland, and the great entrepot for the trade of the western country and Mt. Morgan. Further north is the seaside resort of Emu Park, and opposite, dotting the sea at varying distances are the Keppel Islands. These islands, looking from the ship's side, appear like wooded milestones in a field of rippling light, while the great bay, with its low mangrove islands hugging the coast, and the numerous rocky islets of the Bunker and Capricorn groups glitter in the mid-day sun in myriad tints of colours. The ship "Timandar" was lost on a sand bank in this Bay in 1858, and the "Florence Irving" struck on Ship Rock and was lost in 1877; while eastward 250 miles, Wreck Reef is the scene of the loss in 1802 of the "Porpoise" and "Cato," two vessels under the command of Captains Flinders and Parkes respectively. Leaving Keppel Bay early, we pass the beautiful islands of the Beverley, Percy, and Northumberland groups with the wooded Broadsound Range to the West. Middle Island was the scene of a tragedy in February, 1855. Mr. Walter Hill, the Government Botanist, and a party of his men accompanied by Mr. Strange, a geologist, were attacked by the natives there, losing four men, including Mr. Strange and a blackfellow named Deliapy. These islands are noticeable for the magnificent specimens of pine trees, *Araucaria Bidwilli*, which clothe the slopes from base to summit, and for the lovely Bays whose sun-lit sands backed up by the deep forests make them gems of beauty. These islands, however, are not alone noted for their picturesque beauty. Great deposits of

North Reef Lighthouse
Keppel Bay

Gatcombe Head Lighthouse, Gladstone

Bay Rock Lighthouse,
Townsville



LUCINDA POINT, AT THE SOUTHERN ENTRANCE TO THE HINCHINBROOK CHANNEL.
The port for Ingham and the sugar district of the Herbert and Stone Rivers. Hinchinbrook Island can be seen opposite.

Photo.: C. E. S. Fryer

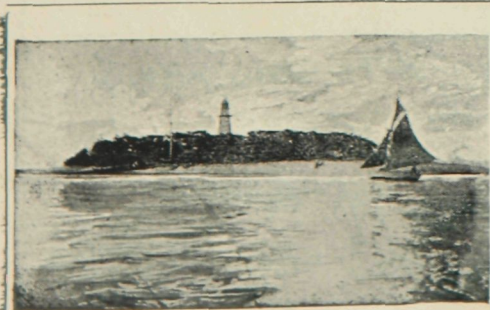
iron ore exist on several islands, notably at Iron Island, south of Marble Island, while at the latter place, and on the adjacent Hunter Island, unlimited quantities of the purest limestone occur. At Stannage Point, on the mainland, and further north at Repulse Bay, are large deposits of iron ore, and at the latter place great deposits of limestone. The lighthouse on Flat Top Island, with Round Top Island at the mouth of the Pioneer, marks the anchorage for Mackay, the roofs of which great sugar town can be seen to the west, over the level country between. Mackay, so named after Captain Mackay, the discoverer (now Harbour Master at Brisbane) one of the most important sugar growing districts of Queensland, is situated on the Pioneer River about two miles from its mouth. It is a particularly interesting district to visit. Its vast sugar fields and great mills are a revelation to visitors, while the ranges seen in the distance contain some of the most picturesque views in the State. From here, still coasting northward, we passed by darksome headland toward the islands of the Cumberland Group. The light on Dent Island was fast fading as the dawn brightened up islet and cove or the bare rock lying black against the gleaming water moving and heaving with the flow of the tide. St. Bees, Keswick, Brampton, Goldsmith and Hamer Islands, and a score of other islets and rocks are passed, and the great head of Cape Conway looms up on the horizon to the left, with Shaw Island to our right, each marking the entrance to the beautiful Whitsunday Passage, so named by Captain Cook 136 years ago.

Right away from the far south we had threaded our way through reef and rocky isle. Some were awash, others were hid beyond the horizon, and others lay in beautiful repose a short distance off the headlands or bays of the coast land, but now from early morn until the afternoon light shone out over the sea at the back of Cape Gloucester, we were almost in touch with headland, rock, and pine-clad islet the whole way. Gems of coral islets, their white glistening beaches backed by pine-clad hills and grassy knolls, or by timbered ridges to considerable elevation, cast their beautiful shadows across this long lane of the sea, for a distance of forty miles or more. Abreast of Cape Conway

looking N.E., the beautiful Kennedy Sound opens out, with Shaw Island on the right running towards the horizon; Shaw Peak, 1,324 feet high showing clear against the sky. Lindeman Island is at the S.W. side of this beautiful channel, in which the majestic Island of Pentecost (or Lion Island) rears its great leonine form from the midst of the sea; while the N. W. side has Dent Island, Hamilton, Perseverance Islet, Whitsunday Island, and Hazlewood Island succeeding each other and rising many feet above the gems of islets which stand off from the longer rocky shores. Dent Island Light is on our right as we journey up the main passage, with the rocky Pine Island close to our left. We are now right in the Whitsunday Passage and pass in succession on our right Port Molle, the entrance to the beautiful Molle Channels which is used sometimes by vessels desirous of keeping in shore. To our right the rocky headland of Reef Point on Whitsunday Island is seen, then Cid Island comes into view, followed by the long channel formed by Whitsunday and Hook Islands. Then Hook, Longford, and Hayman Islands come to view. From here we sweep westward and, passing Rattray Island, and the head of Gloucester Island we come into view of Port Denison, the roofs of the town of Bowen being thrown into striking relief by the setting sun. Crossing Edgecombe Bay we reach Bowen Jetty, which runs 2,700 feet out into Port Denison, where passengers disembark for this quiet township.

Leaving Port Denison Lighthouse dead aft, we make a direct line for Cape Bowling Green Lighthouse. Eastward are the dangerous reefs which the emigrant ship "Wansfell" became involved in by some extraordinary chance in 1864, when on her way to Bowen, at which port she ultimately arrived safely however. A few hours and Cape Bowling Green Lighthouse on its craggysummit, abreast of Flinders Passage, comes into sight, and then Cape Cleveland Lighthouse marking the entrance of Cleveland Bay, which is crossed to the anchorage between Magnetic Island and the mainland.

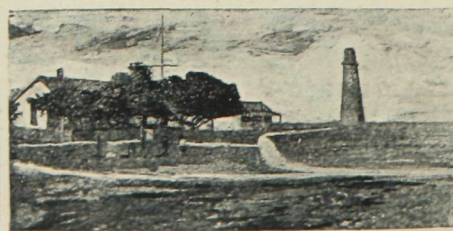
From the anchorage is to be obtained a splendid view of Townsville, the chief centre of North Queensland, lying at the base of Castle Hill, a great promontory rising abruptly from the



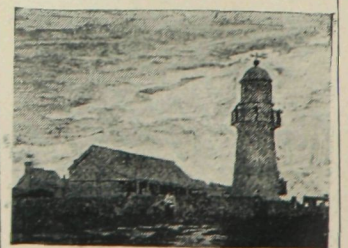
Low Island, Port Douglas



Sandy Cape Lighthouse, G. Sandy and



Lady Elliott Lighthouse, Burnett River Entrance



Bustard Head Lighthouse



MOONLIGHT.—ISLAND OF PENTECOST (LION ISLAND), WHITSUNDAY PASSAGE.

Painting by L. W. K. Wirth
From photo, by C. E. S. Fryer

town to a height of 1,000 feet, while north and south of the great breakwater, the sandy beaches stretch for miles on either side.

Since nature has not been as generous as could be wished in the way of providing a harbour for Townsville, the ingenuity of man has been brought to bear on this important matter, and after years of ceaseless labour, an efficient harbour has been constructed. Two large breakwaters have been built out into Cleveland Bay enfolding within their giant arms a stretch of water which forms a safe anchorage for large ships. This work as may be imagined, has proved a very costly undertaking. A portion of it was carried out by the Government, but the Townsville Harbour Board constituted in 1896, has done most of the work. The great Magnetic Island stretches itself along the western side of the bay, while northward lies the beautiful Palm Islands and the majestic Hinchinbrook Island. Visitors usually change at Townsville into a small steamer that goes the track inside of the wonderful inland sea known as Hinchinbrook channel, leaving the larger vessel to go the route to the east of the island.

After leaving the breakwater we steam N. E. passing between Magnetic Island and Cape Marlowe, and then on to the beautiful Palm Islands. Leaving these astern we make across to Lucinda Point Jetty, which is the port for Halifax and the sugar delta of the Herbert River, and to which a line runs from the jetty. Messrs. Rooney and Co., Townsville, built this jetty after experiencing very great difficulty in fixing the piles, the ground being of so shifty a nature.

Here we enter the Hinchinbrook Channel, and for hours

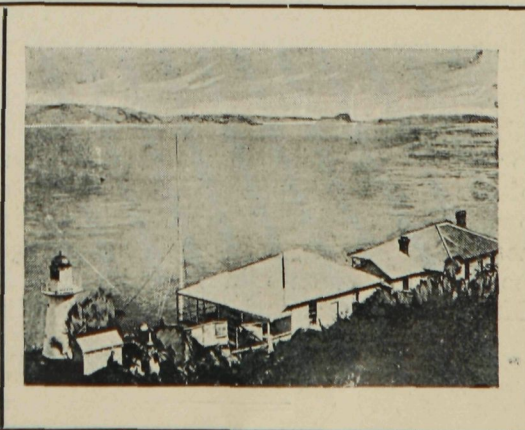
enjoy a succession of most beautiful scenes. Low mangrove scrub is on our left to the base of the range which rises a short distance away, its peaks reaching an altitude of 3,000 feet. On our right are the crags and summits of Hinchinbrook Island. Mt. Stalock comes first, 3,020 feet high; followed by Mt. Diamantina, 3,150 feet; The Thumb, 3,060 feet; Mt. Bowen, 3,650 feet, Mt. Burnett, 2,140 feet; Barra Castle, 1,910 feet; and Mt. Pitt, 2,350 feet. These tree-topped heights or bare escarpments flank the lower bays and cliffs which edge the isle around, whilst streams of glistening water fall in silver cascades from the range beyond. Cardwell is at the north entrance of the bay, and is built facing the sea, with the great range rising up close to the west. The town for many years has shown but little progress although there are some rich agricultural lands in the immediate vicinity. Goold Island lies away on our right as we make our way northward, passing between Tam O'Shanter Point on the mainland and Dunk Island before we reach Clump Point, where some splendid agricultural lands exist. From here we keep out from the coast a little to avoid the shoals which lie near the Bernard Islands. Past Double Point the land scarcely looks inviting, great hills rise sheer up from the water's edge—but west the steamer turned and while thoughts of a wreck came to one's mind as the rocky coast draws nearer with alarming rapidity, and huge bare rocks churn the swirling current, the land slowly opens out, and through a channel scarce wider it seems than the length of the ship, there opens out Mourilyan



Double Island Pt. Lighthouse,
Wide Bay.



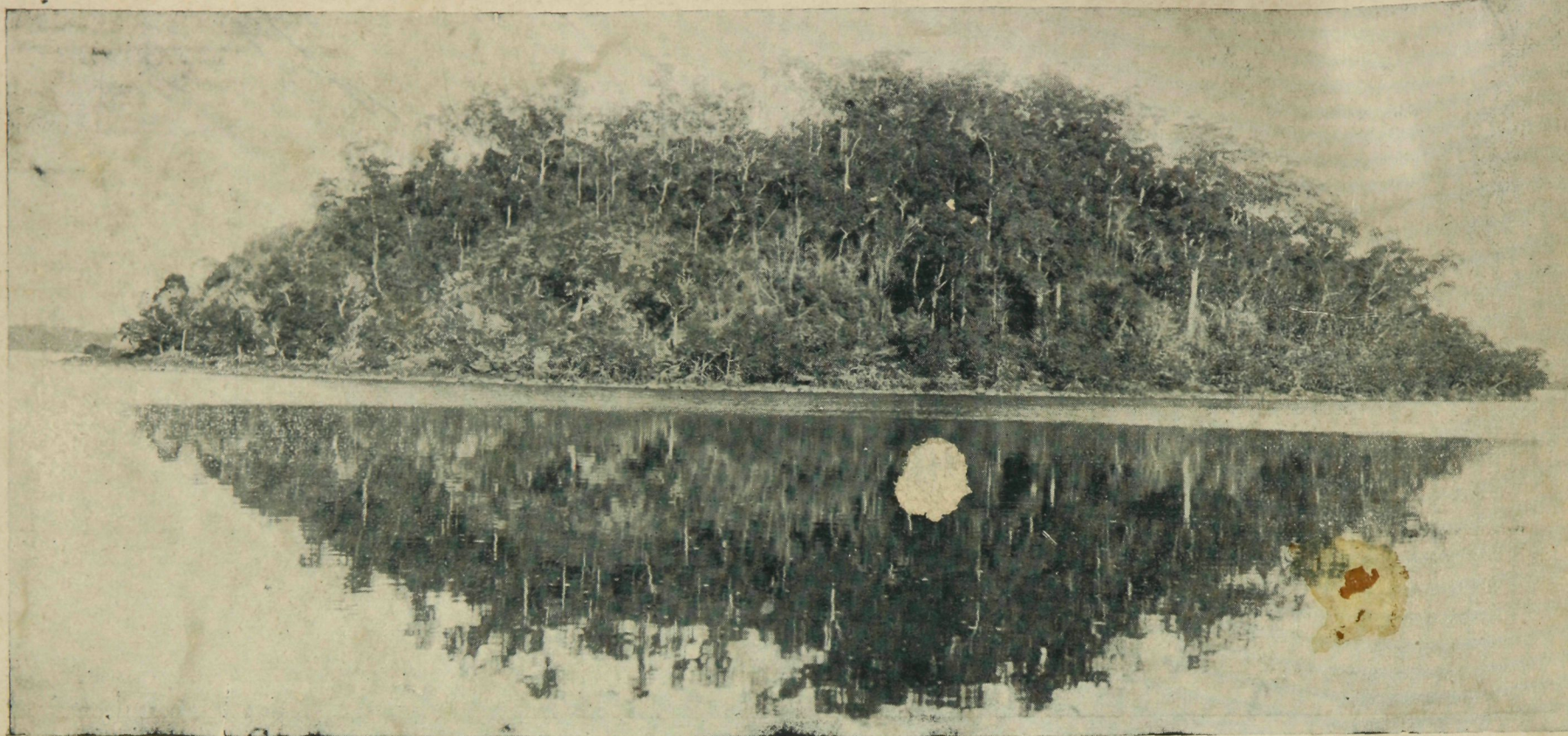
Pine Islet Lighthouse
Whitsunday Passage



Dent Island, Whitsunday Passage



Cape Bowling Green
Townsville



Laycock Island, Hinchinbrook Channel

Photo. : C. E. S. Fryer

Harbour, the port for the Mourilyan Sugar Plantation, one of the loveliest land-locked bays on the Queensland coast. Still keeping close to the coast a short run from this harbour brings us in view of Flying Fish Point Signal Station, marking the entrance to the Johnstone River. Thick scrubs line its banks until a reach opens out and Geraldton appears near the junction of the north and south branches of the Johnstone River.

Back from the mainland after leaving the Johnstone River, can be seen Mt. Bartle Frere, 5,200 feet high, on the head of the Russell River, and further on, between the Russell and the Mulgrave, the high peaks of the Bellenden-Ker Range, rising to a height of 4,500 feet, may be seen. High Island, an abrupt scrub-covered hill about 400 feet high is passed at the mouth of the Mulgrave River. To the east are the Franklin Islands, while further north the steamer passes between Cape Grafton on the mainland, and Fitzroy Island, once a quarantine station. Cape Grafton is a precipitous granite headland, about 800 feet high, rising sheer up from the sea. Past here, we enter the famous Trinity Harbour, and see some five miles off, on the mainland, the town of Cairns surrounded by a great amphitheatre of mountains, stretching over eighty miles, from Double Island Point right round to Cape Grafton. As the steamer slowly moves down the channel, landwards there can be seen, high up on the mountain side, a long white line which marks the track of the famous Cairns-Chillagoe Railway line; great white patches below and above this line denote where, during the construction, thousands of yards of material were thrown over the mountain side from the enormous cuttings made. Before us slowly opens out that beautiful arm of the sea called Trinity Inlet, and we bring up at the wharf at the end of the main thoroughfare—Abbott Street.

Usually, visitors after doing the district of Cairns, turn southward again, and miss the beauties of Queensland that lie in the further journey northward, 400 miles to Thursday Island, and by the placid sea of the Gulf of Carpentaria, 400 miles to Normanton and Burketown. From Cairns, the pretty township of Port Douglas, lying near Island Point, is reached, a distance of about forty miles, the port for much mining and the rich lands of the near by Mossman River, and the further north

Daintree. To the sugar mill and lands on the Mossman, a train line runs through very pretty scenery, a distance of some twenty miles from port. Northward from here the coast range comes closer to the sea edge, and a narrow turquoise channel, sometimes but twenty miles wide, divides the silvery bays and bold jagged coast cliffs hundreds of feet high, from the Great Barrier Reef; great masses of black coral rocks, silvered lagoon, and leafy islet, stretching to the east and the north, lashed by the surf out side, which, angry as it were at the great barrier, booms eternally upon these coral ramparts. North from Port Douglas thirty miles, the great Peter Botte mountain points its rugged finger skyward through a circle of clouds; beyond here the shore line dips, and one is looking over the rich lands on the Bloemfield River, and then Cooktown is reached thirty miles further northward; the entrance to the Endeavour River marked by the 600 feet of bare rock rising from the water's edge. Splendid scenery of varying type keeps near hand on either way until one reaches Cape Melville, where Princess Charlotte Bay, a great indentation, goes westward. This was the scene of a great hurricane in 1899, when a pearling fleet with 300 men was swept by a typhoon to total destruction, one of the most awful disasters that has ever swept those northern seas. Three hundred miles further north, and one is at the gate of the Torres Straits, and Thursday Island, the entrepot of the pearl fisheries comes to view, the township lying at the base of the high ridges facing an almost inland sea. From here, 400 miles southward to Normanton, are the placid waters of the Gulf of Carpentaria, fringed on the east by low mangrove, occasionally backed up by higher lands, but generally flat and uninteresting the whole way, and with the exception of the rocky promontory of Duyphen Point presents an almost unbroken line of low shore land. Westward, as you approach the Norman River, on which is Normanton, are the Wellesley Islands, Sweers, Bentick and Mornington Islands, which to some degree are sanatoria for the residents on shore; while to the east comes into the Gulf, the waters of the Mitchell, flowing from the rich mineral district of Chillagoe, Palmer, Hodgkinson, the Tate and Walsh Rivers, and the waters of the Gilbert from the rich Etheridge Goldfield.

